

# Garden City

## Transportation Master Plan



FINAL REPORT  
September 2005

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# Garden City

## Transportation Master Plan

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\* If available for this study

# 1. Introduction

## 1.1. Background

Looking down from this panoramic view of Bear Lake lies the town of Garden City.

When the Mormons arrived they found an azure blue lake, long cold winters, cool summers and home.

The early settlers had little problem with the Shoshone Indians, led by Chief Washakie, due to the friendly nature of the Shoshones and an agreement between the chief and Brigham Young.

The Town was probably named by Wright A. Moore who said, "We live in a city of beautiful gardens."

Garden City was established in 1877. After building a few aspen cabins, pioneers began the task of constructing an irrigation canal from Swan Creek in a southwestern direction to agricultural ground surrounding the town.



A second canal was dug to the north of Swan Creek by Alexander Sims and his sons.

The homesteader's property was laid out into twenty acre parcels and names were drawn from a hat to determine who got which parcel. Eight hundred acres were set aside for farming.

Garden City's first post office opened in 1881.

"The early day amusements were entered into whole heartedly by the settlers. In the summer picnics, Fourth of July and Twenty-fourth of July celebrations were enjoyed. In the winter there were dances, skating parties, sleigh riding, home talent theaters. The women held quilting bees and rag bees."

Garden City got its first telephone in 1900. Prior to then, messages of importance had to be relayed by horseback.

Electricity, from a small hydropower plant, on Swan Creek came to the area in 1912. The Swan Creek also supplied culinary water to the area in 1936.

In 1879, the Town of Pickleville was established on the southern edge of Garden City. Strangely enough, no church buildings, community structures, stores or a post office were ever built. It was the recreational hub of the valley with the creation of the Ideal Beach Amusement Company in 1916 whose legacy continues today.

Pickleville was not named for pickles but for Warren W. Pickle, who secured funding for a culinary water project if the town was named after him.

In 1890, again to expand a water system, Garden City and Pickleville were combined into one municipality.

Garden City today is best known for Bear Lake, famous for its summer recreation: boating, fishing (both river and lake), water-craft sports, hiking, camping, bicycling, ATV trails and Camping and also RASBERRIES. Not to be overlooked, Garden City is quickly growing into a winter recreation playground with many recreation activities to choose from: snowmobiling, skiing, ice skating, ice fishing and hunting. With its ever-changing colors, miles of beaches and unique ecology, Bear Lake is visited by thousands of people annually.

The area has a climate perfect for growing raspberries. They were first grown in 1910 and their size and flavor are renowned. Few visitors can pass through Garden City without enjoying a raspberry shake.

This information was provided from [www.gardencityut.us](http://www.gardencityut.us).

## **1.2. Study Need**

The Town of Garden City has seen an 85% population increase within the last decade, while experiencing a (-25.5)% population decrease the decade before. From 1960 to 2000, the population has increased 16.4%. Population in the Garden area has gone through cyclical changes, but the overall trend shows very consistent increase in the population. A well-established transportation plan is needed to provide direction for continual maintenance and improvements to Garden City's transportation system.

Garden City has an adopted a General Plan. The Garden City General Plan briefly describes the transportation needs of this area. With the aging infrastructure of Garden's transportation system and the need for system improvements, a more extensive transportation plan is necessary for Garden City and the surrounding area.

Some of the major transportation issues around the State are as follows:

- Safety
- Railroad crossings
- Trails (bicycle, pedestrian, & OHV)
- Signals
- City interchange aesthetics

- Connectivity of roadways
- Property access
- Truck traffic
- Alternate routes
- Speed limits

Garden City recognizes the importance of building and maintaining safe roadways, not only for the auto traffic but also for pedestrians, bicyclist, snowmobiles, and ATVs.

### **1.3. Study Purpose**

The purpose of this study is to assist in the development of a Transportation Master Plan for Garden City. This plan could be adopted by Garden City as a companion document to the city's General Plan. With the Transportation Master Plan in place the city can qualify for grants from the State Quality Growth Commission.

The primary objective of the study is to establish a solid transportation master plan to guide future developments and roadway expenditures. The plan includes two major components:

- Short-range action plan
- Long-range transportation plan

Short-range improvements focus on specific projects to improve deficiencies in the existing transportation system. The long-range plan will identify those projects that require significant advance planning and funding to implement and are needed to accommodate future traffic demand within the study area.

### **1.4. Study Area**

The study area includes Garden City, and land adjacent to it that is in Rich County. A general location map is shown in Figure 1-1. A more detailed map of the study area and city limits is shown in Figure 1-2. The study area was developed by Garden City and approved by the Garden City Transportation Master Plan Technical Advisory Committee.

The roadway network within the study area includes US-89 and SR-30. Each of these roadways provides a vital function to Garden City, to the rest of Rich County and to the State of Utah.



## **Study Process**

The study, which began in January 2005, is proceeding as a cooperative effort between Garden City, UDOT, and local community members. It is being conducted under the guidance of Garden City Officials. The following individuals participated in the initial meetings to provide input used to create this document. This group listed below, the planning and zoning commission, will be referred to as the Technical Advisory Committee or “TAC” for this document.

**Ken Hansen**  
**Arlo Price**  
**Mike Leonhardt**  
**Sharlotte Wride**  
**Kathy Hislop**  
**Paul Nance**  
**Ted Wilson**  
**David Staringham**  
**Frank Smith**  
**Mike Madsen**

**Mayor, Garden City**  
**City Council**  
**City Council**  
**City Council**  
**Town Clerk**  
**Past Town Council Member**  
**Developer**  
**Sewer District Superintendent**  
**Developer**  
**Developer**



Garden City TMP

Figure 1-1: Garden City Study Area Location

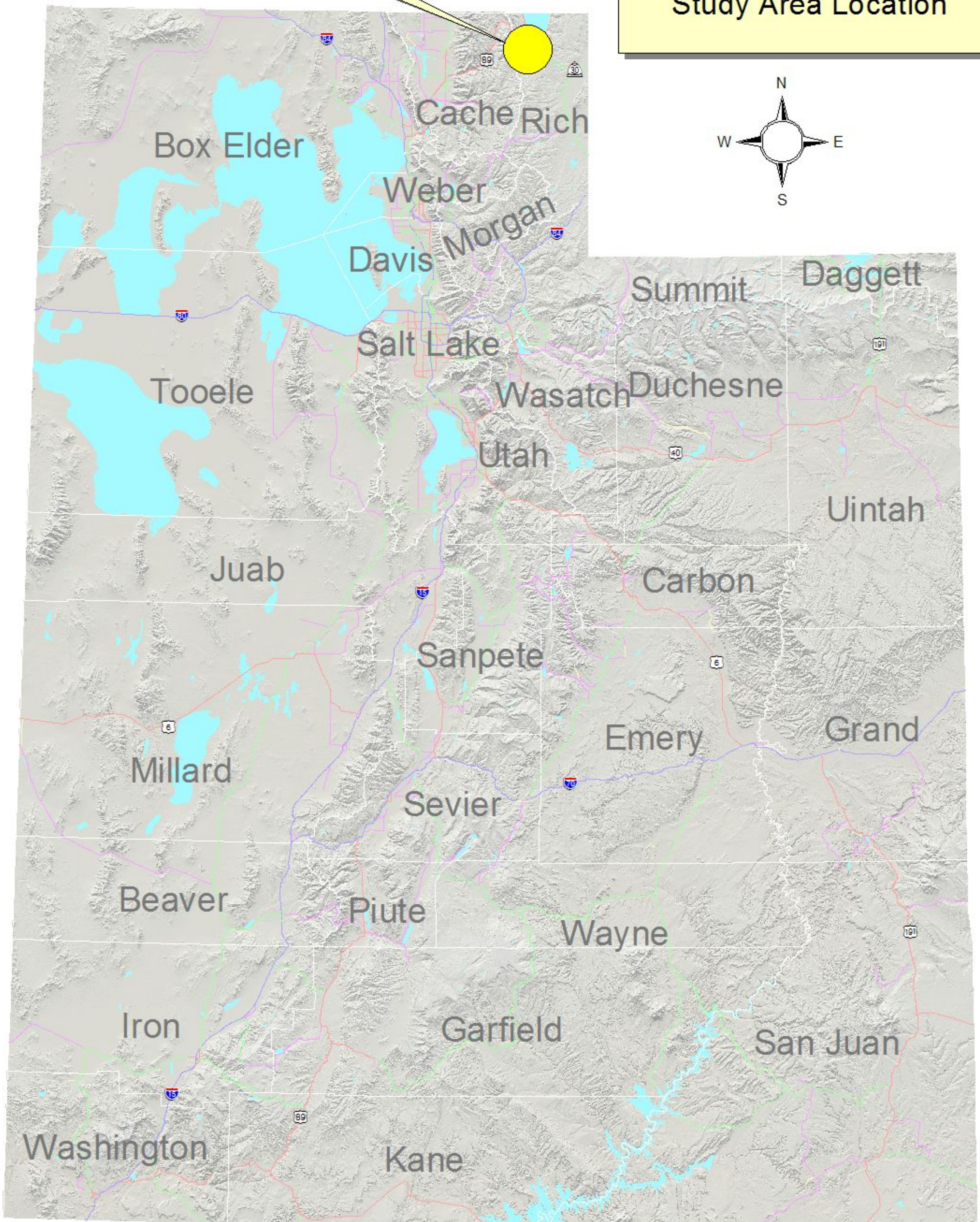
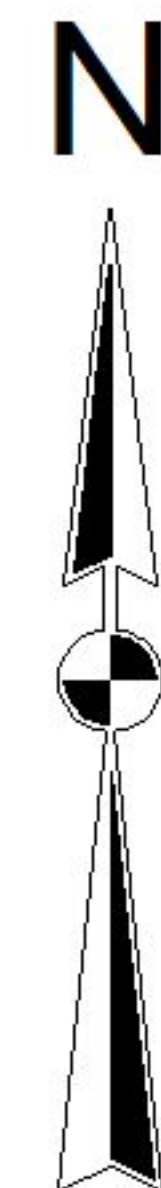
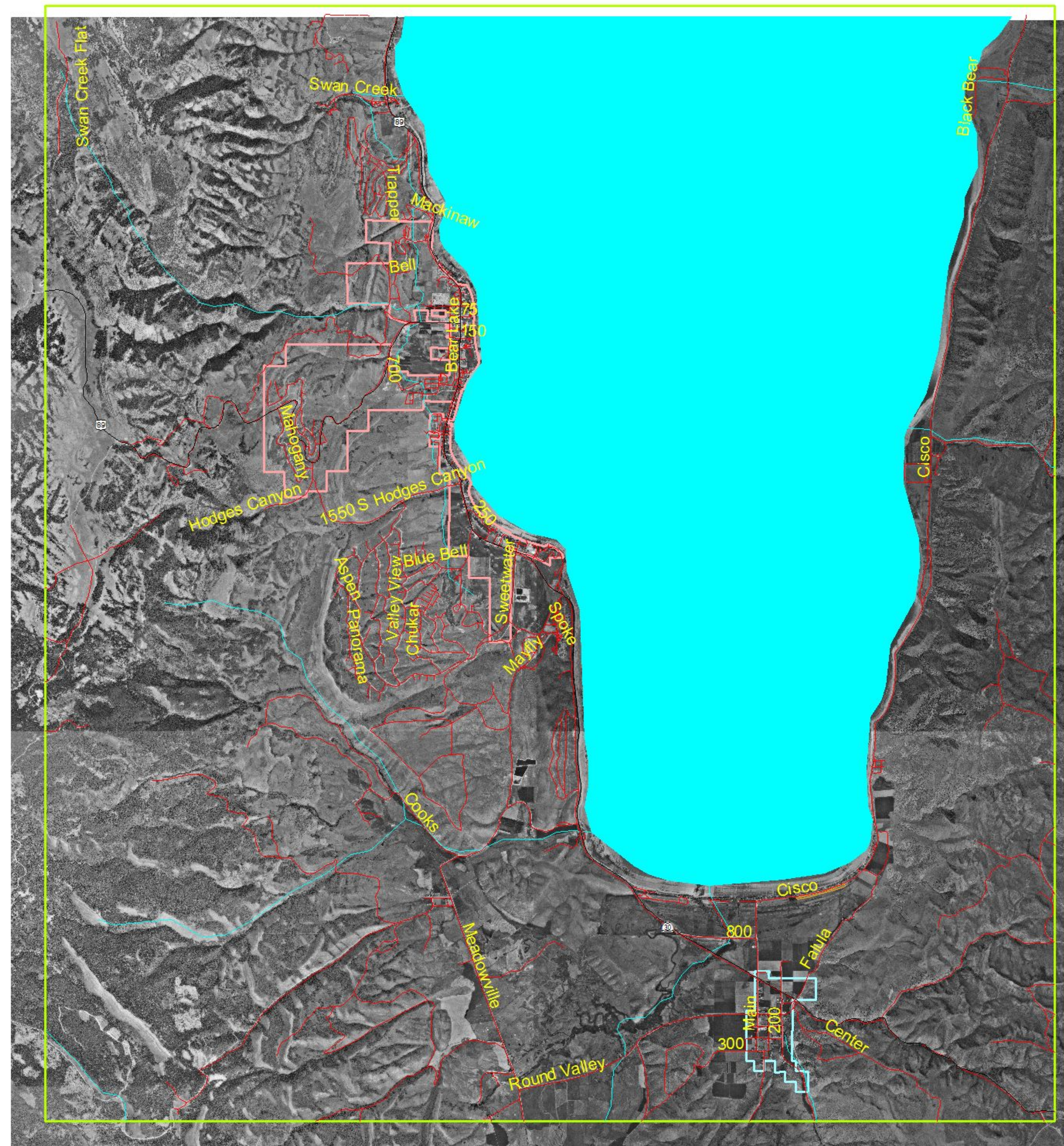




Figure 1-2: Garden City  
Study Area Vicinity



- State Roads
- Local Roads
- Airport
- Water Courses
- City Boundaries
  - Garden City
  - Laketown
- Study Boundary
- Bear Lake

0.5 0 0.5 1 1.5 2 Miles



The study process for the Garden City Transportation Master Plan consist of three basic parts: (1) inventory and analyze existing conditions, (2) project future conditions, and (3) development of a transportation master plan (TMP). This process involves the participation of the TAC for guidance, review, evaluation and recommendations in developing the TMP to include development of future projects for the identified study area.

The TAC will evaluate each part of the study process. Their comments will be incorporated into the study's draft final report. The remainder of the draft final report will focus on the recommendation and implementation portion of the transportation plan program. Transportation projects that will be recommended for the short-term and long-range needs will be developed based on the TAC's recommendations and concurrence.

The study process allows for the solicitation of input from the public at two TAC workshops. This public participation element is included in the study process to ensure that any decisions made regarding this study are acceptable to the community.

The first TAC workshop will provide an inventory and analysis of existing conditions and identify needed transportation improvements. The second TAC workshop will focus on prioritizing projects, estimating costs, and discussion of the funding processes.

The TAC is expected to recommend those comments that are to be incorporated into the report and applicable to the goals of this study. The draft final report and the final report will be submitted to the City for review and comments.

Upon local review of the draft report, UDOT will prepare appropriate changes and submit the final report to the City for approval. The final report will describe the study process, findings and conclusions, and will document the analysis of the recommended transportation system projects and improvements.



## **2. Existing Conditions**

An inventory and evaluation of existing conditions within the study area was conducted to identify existing transportation problems or issues. The results of the investigation follows.

### **2.1. Land Use**

In order to analyze and forecast traffic volumes, it is essential to understand the land use patterns within the study area. The Garden City General Plan outlines land use classifications and annexation plans. Much of the City is zoned Residential, but there are also many issues dealing with commercial properties. By analyzing the patterns or changes in land use, we can better predict the ever-changing transportation needs.



The Garden City Zoning map follows on the next page.

### **2.2. Environmental**

In Utah there are a variety of local environmental issues. Each of the cities and counties need to look at what are the environmental issues in their areas on a case-by-case basis. There are many resources that can help local entities to determine what issues need to be addressed and how any problems that may exist can be resolved.

Some of the environmental concerns around the State are wetlands, endangered species, archeological sites, and geological sites among other issues. Environmental concerns should be addressed when looking at an area for any type of improvement to the transportation system. Specific issues mentioned in the Garden City General Plan are hillside erosion, wetlands, and air quality. Protecting the environment is a critical part of the transportation planning process.

### **2.3. Socio-Economic (Census Brief: Cities and Counties of Utah, May 2001)**

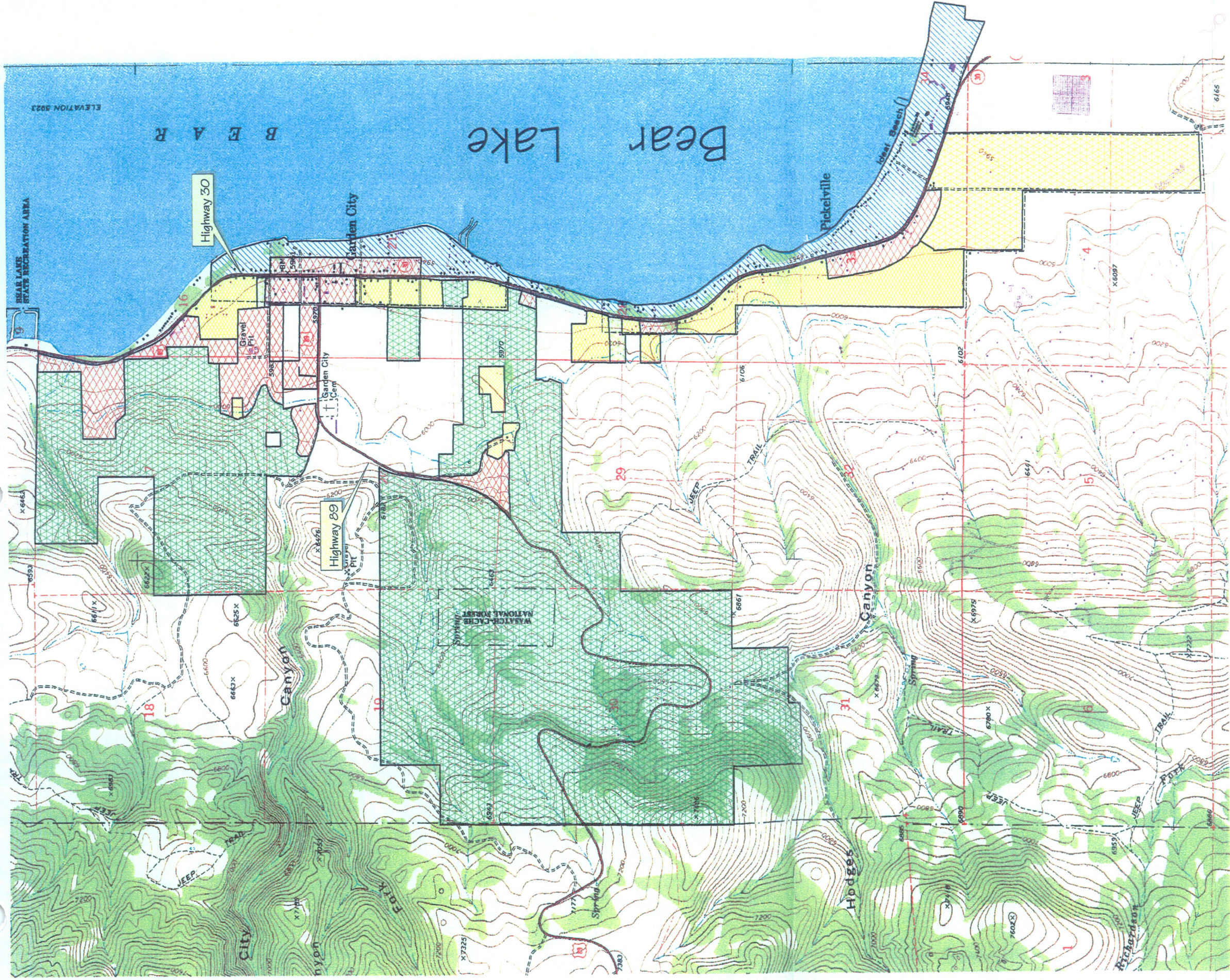
Garden City ranks 190<sup>th</sup> for population in the State of Utah, out of 235 incorporated cities and towns. Historical growth rates have been identified for this study, because past growth is usually a good indicator of what might occur in the future. Chart 2-1 identifies the

population over the past 50 years for the State of Utah, Rich County and Garden City. Chart 2-2 identifies that population change in Garden City has ranged from 93.3% between 1970 and 1980 to losing (-25.5)% between 1980 and 1990, while growth in the State has gained between 18 and 38 percent during the past 50 years.








*Research found the reason for the steep increase and sudden decline in population around the 1980s can be attributed to the high hopes for the oil and gas boom as drilling rigs dotted the high mountain valley at the south end of the county. When the promise of oil and gas faded, so did the population.*

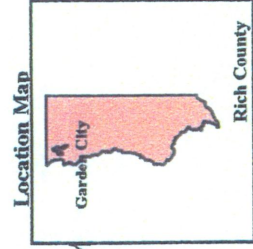
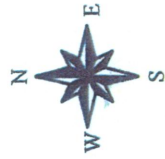






**ZONES**

-  Beach Development--BD
-  Community Commercial--CC
-  County Property
-  Single Family Residential--R-1
-  Residential Estate--RE
-  Multiple Family Residential--RM
-  Recreational Residential--RR



1000 0 1000 2000 Feet

# Garden City, Utah

## Official Zoning Map

Adoption Date: \_\_\_\_\_

Approved: \_\_\_\_\_

Attest: \_\_\_\_\_

Map Prepared by:



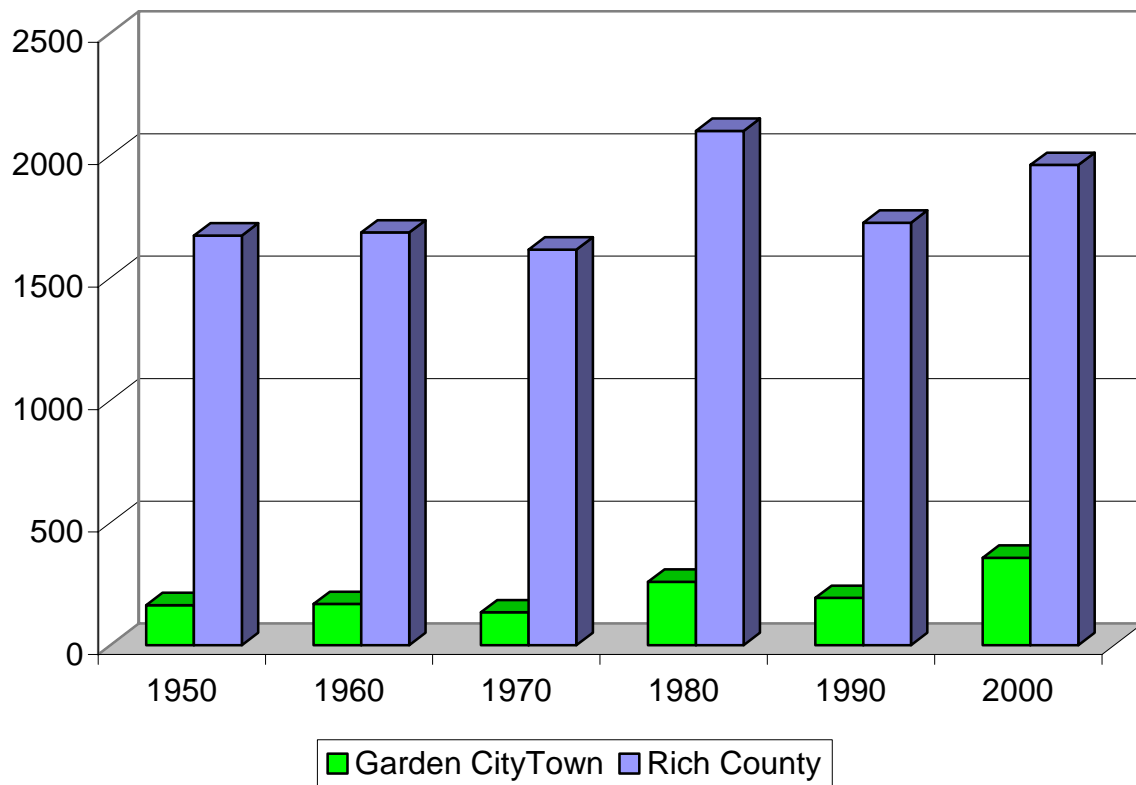


Chart 2-1. Population Data

Population

Year	Utah	Rich County	Garden City
1950	688,862	1,673	164
1960	890,627	1,685	168
1970	1,059,273	1,615	134
1980	1,461,037	2,100	259
1990	1,722,850	1,725	193
2000	2,233,169	1,961	357

Population



Source: U.S. Bureau of the Census

<http://www.governor.utah.gov/dea/OtherPublications.html>

Chart 2-4 identifies yearly population growth rates for the State of Utah and Rich County.

Though the State population has grown every decade from 1950 until 2000, Rich County has also showed a slower, cyclic rate of growth in population over the same period.

Garden City has some unique demographic characteristics when compared with the State, particularly with age demographics. In the 25 to 54-age category, the State is at 38.6% the County is at 34.7% and the City is at 33.4%. For the 65+-age category, the State is at 8.5%, the County is at 14.1% and the City is at 22.1%. The State's median age is 27.1 years and the County's median age is 34.3 years, City's median age is 42.1 years. Another interesting statistic is that of Veteran status with State at 10.7%, County at 10.9%, and Garden City at 11.4%.

The 2000 median household income in Garden City is \$40,750, compared to the State median household income of \$45,726.

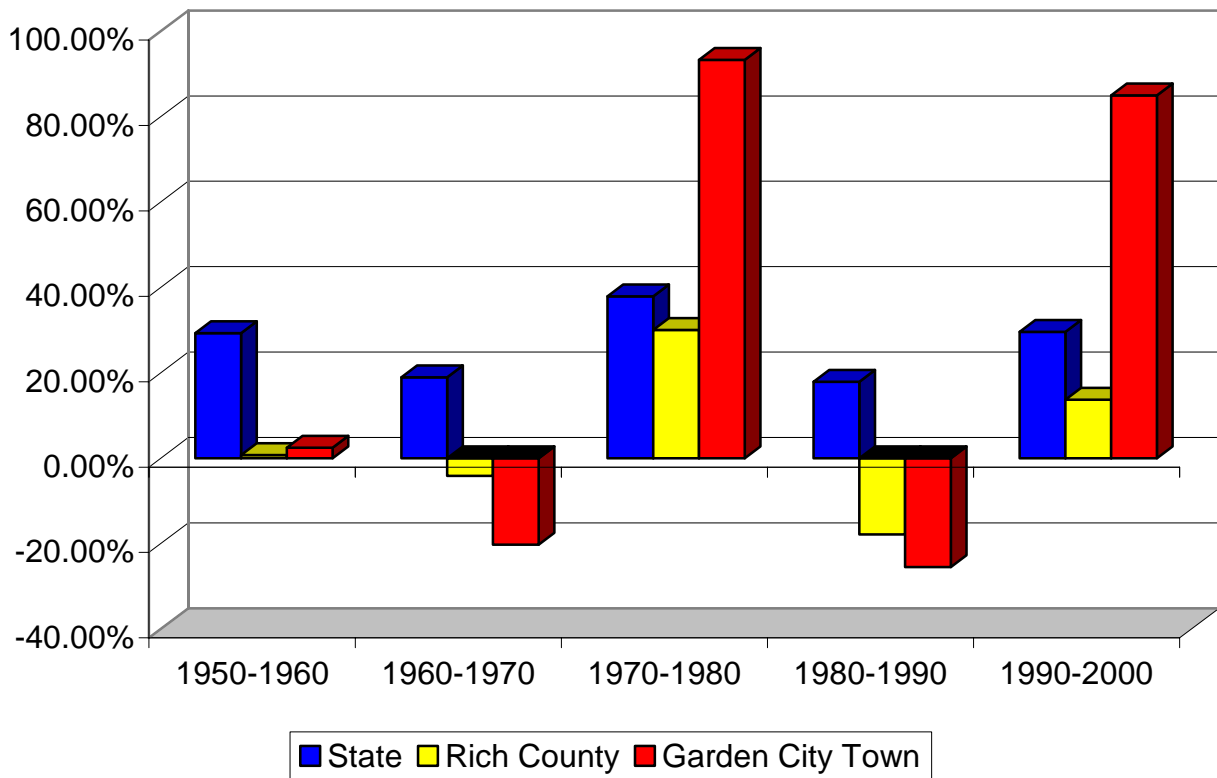
The unemployment rate in Garden City was 4.7 percent in 2000. According to the Utah Department of Employment Security (UDES), in 2000 there were approximately 142 employed people in Garden City or 57.7% of the population. The city has 7 unemployed people, which is 2.8% of the population. There are 804 employed people in Rich County or 58.9% percent of the population. The county has 35 people unemployed, which is 2.6% of the population.

The majority of employees in Rich County work in three primary employment sectors: Government Services & Trade as shown in Chart 2-5. In the county, these sectors make up 83.9% of the non-agricultural labor force. Another interesting note was that housing built from 1990-2000 were 33.0% of total for Garden City compared to 25% for the state. Also homes built before 1939 were 5.4% of the total for Garden City with 10% for the state.

Chart 2-2. Population Change Data

Decade	State of Utah	Rich County	Garden City
1950-1960	29.29%	0.72%	2.44%
1960-1970	18.94%	-4.15%	-20.24%
1970-1980	37.93%	30.03%	93.28%
1980-1990	17.92%	-17.86%	-25.48%
1990-2000	29.62%	13.68%	84.97%

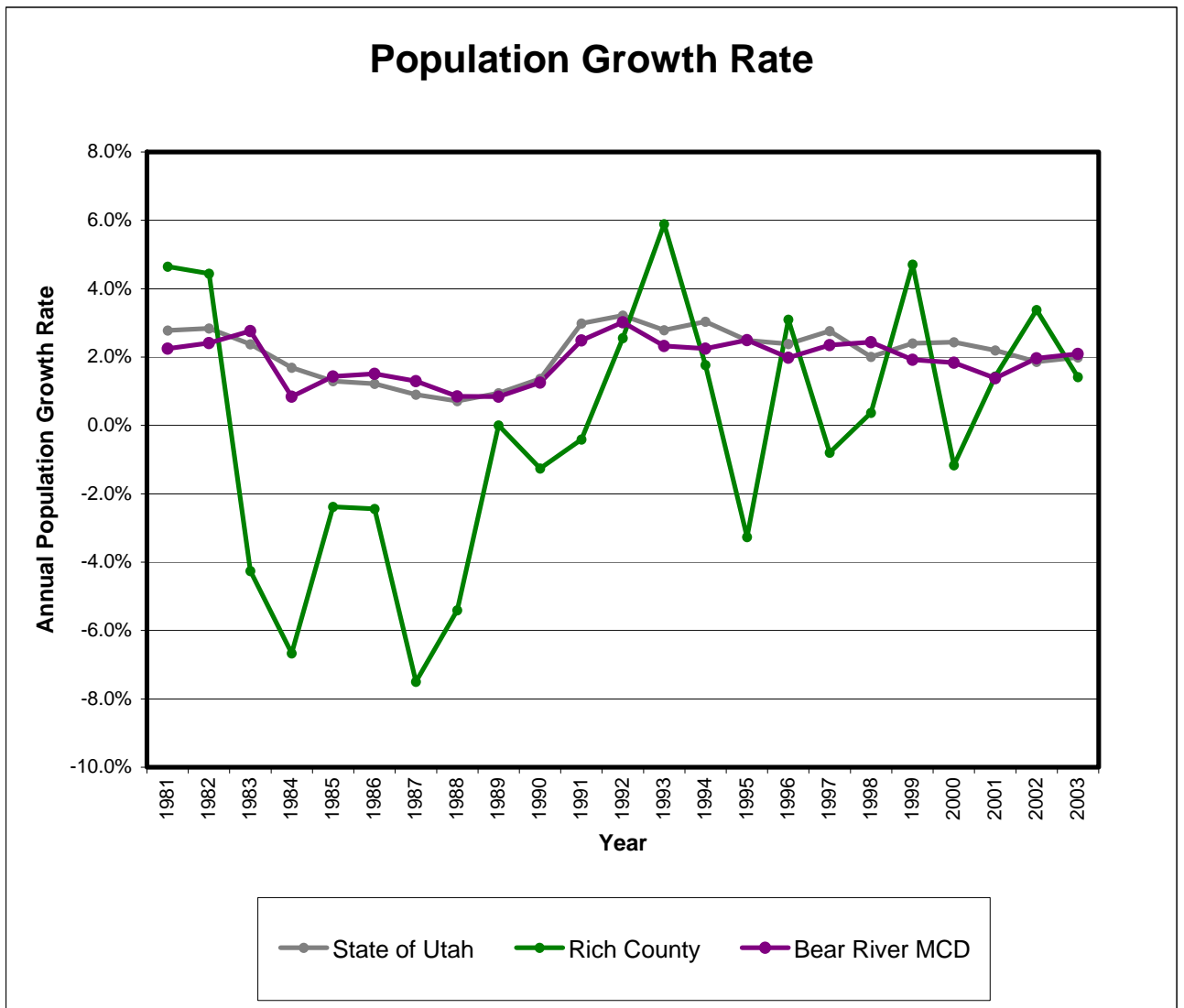
### Decenial Population Change



Source Data: U.S. Bureau of the Census

<http://www.governor.utah./dea/OtherPublications.html>

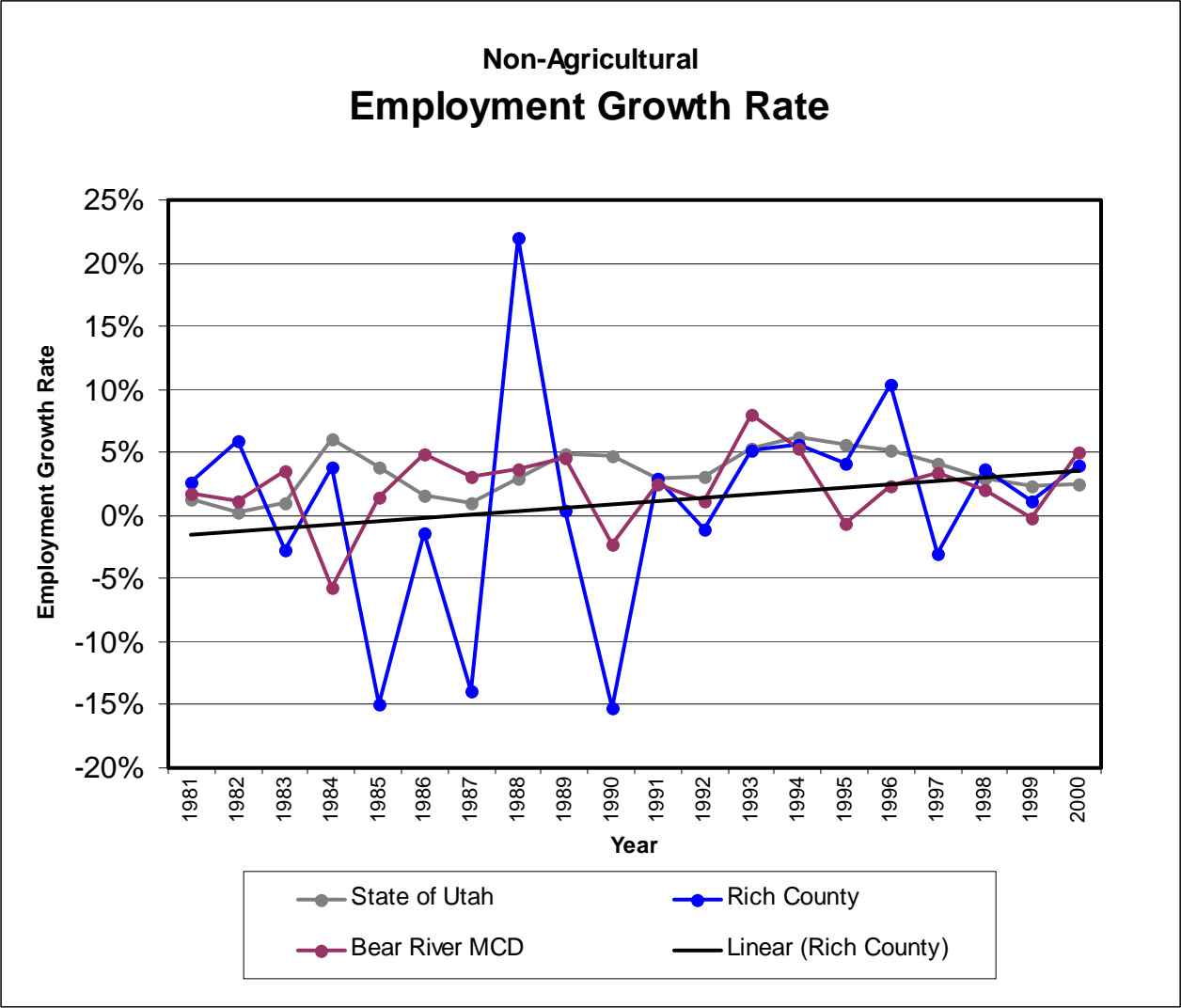
Chart 2-3. Population Growth Rate (1980-2003)



MCD = Multi-County Districts, Bear River MCD = Box Elder, Cache & Rich Counties

Source: Governors Office of Planning and Budget  
<http://www.governor.utah.gov/dea>

Chart 2-4. Employment Growth Rate (1980-2000)



MCD = Multi-County Districts, Bear River MCD = Box Elder, Cache & Rich Counties

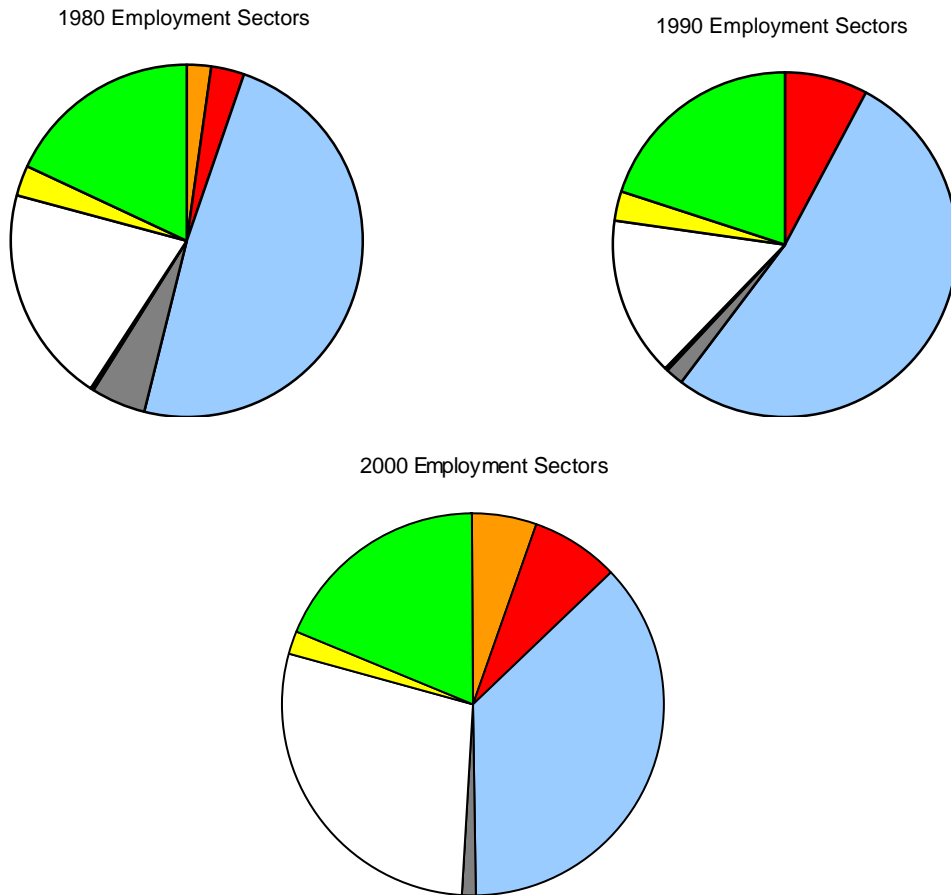
Source: Governors Office of Planning and Budget  
<http://www.governor.utah.gov/dea>



Chart 2-5. Employment Sectors (1980-2000)

Sector	1980	1990	2000	Δ% 1980-2000
Construction	2.25%	0.00%	5.44%	233.33%
FIRE	3.00%	7.90%	7.62%	250.00%
Government	48.50%	52.32%	36.66%	4.12%
Manufacturing	5.00%	1.63%	1.09%	-70.00%
Mining	0.50%	0.27%	0.00%	-100.00%
Services	20.00%	14.99%	28.31%	95.00%
TCPU	2.75%	3.00%	2.00%	0.00%
Trade	18.00%	19.89%	18.87%	44.44%

FIRE = Finance, Insurance & Real Estate  
TCPU = Telecommunications & Public Utilities



Source: Governors Office of Planning and Budget  
<http://www.governor.utah.gov/dea/HistoricalData.html>

## 2.4. Functional Street Classification

This document identifies the current function and operational characteristics of the selected roadway network of Garden City. Functional street classification is a subjective means to identify how a roadway functions and operates when a combination of the roadway's characteristics are evaluated. These characteristics include; roadway configuration, right-of-way, traffic volume, carrying capacity, property access, speed limit, roadway spacing, and length of trips using the roadway.

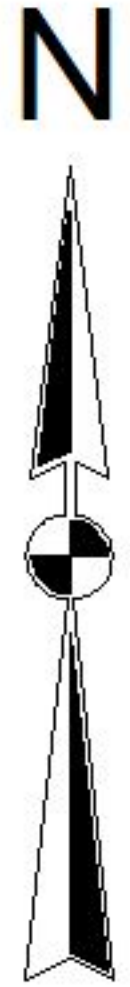
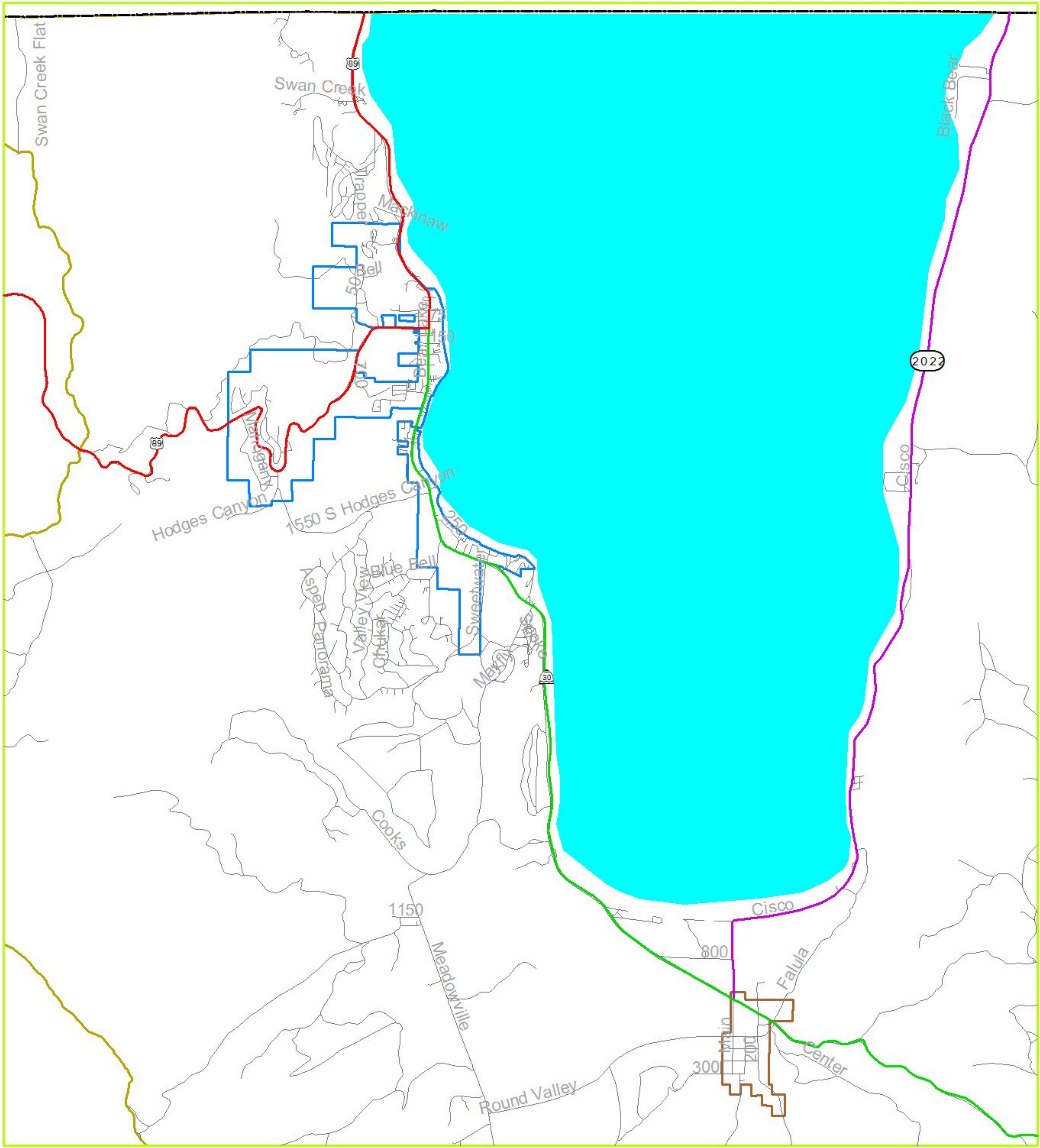


The primary classifications used in classifying selected roadways of Garden City are: Principle Arterial, Minor Arterial, Collector and Local. An Arterial's function is to provide traffic mobility at higher speeds with limited property access. Traffic from the local roads is gathered by the Collector system, which provides a balance between mobility and property access trips. Local streets and roads serve property access based trips and these trips are generally shorter in length.

The Garden City area is accessed from both the West, from Cache Valley, and the North, from the Utah/Idaho state line, by US-89 and by SR-30 from the East to the Utah/Wyoming state line. The functionally classified system is currently being revised statewide. The current functionally classified system generally defines the higher traffic roads, so only minor additions or changes will be required.



Figure 2-2: Existing State and Federal Routes Functional Classification



- State Roads
- Other Principle Arterial
- Minor Arterial
- Other Federally Classified Roads
- Collector
- Local Roads
- City Boundaries
- Garden City
- Laketown
- Study Boundary
- State Line
- Bear Lake
- County Boundary

0.5 0 0.5 1 1.5 2 Miles



## 2.5 Bridges

There are no bridges on the state system located in the study area that are eligible for federal bridge maintenance, rehabilitation, or replacement funds. Bridges are maintained and minor repairs made with maintenance funds. A bridge is rehabilitated or replaced as it deteriorates over time and as traffic volumes increase. (Figure 2-3 Bridge Sufficiency Rating)

Table 2-1 compares the bridges in the study area and identifies their sufficiency rating and location. Sufficiency rating indicates current condition of the structure with a rating of 100 showing a structure that is in excellent shape. A rating nearing 50 will reveal a structure that is in need of attention and is eligible for federal funding.

*The bridge that is located near camperworld, north of the city limits, does not meet the requirements due to its size. For a bridge to meet minume requirements it must be at least 18 feet in length.*

Table 2-1. Bridges

Number	Location	Maximum Span	No. Lanes & Road Width	Sidewalk	Sufficiency Rating
	No Bridges in the Study Area				

Bridge Sufficiency Rating – Figure 10

*Source: Utah Department of Transportation/Structures Division*

## 2.6 Traffic Counts

Recent average daily traffic count data were obtained from UDOT. Table 2-2 shows the traffic count data on the key roadways of the study area. The number of vehicles in both directions that pass over a given segment of roadway in a 24-hour period is referred to as the average annual daily traffic (AADT) for that segment.

Table 2-2. Average Annual Daily Traffic

Road	Segment	Year	AADT
SR-30	South Incorporated Limits Garden City	2002	1,000
SR-30	Junction Local Road North of Laketown	2002	595
SR-89	West Incorporated Limits Garden City	2002	2,247
SR-89	Junction SR-30 in Garden City	2002	2,320

*Source: Utah Department of Transportation*

*\*INCL=Incorporated City Limits*

These are averages for the entire year. Garden City experiences a significant increase in traffic during the summer months. UDOT maintains 86 continuously operated automatic traffic recorders (ATR) throughout the state highway system. ATRs collect data continuously throughout the year in order to determine monthly, weekly, daily, and hourly traffic patterns. One ATR located in or near the study area on US-89. The following points summarize the 2003 data from the ATR at this location.

Traffic on US-89, .2 miles west of SR-30 in Garden City @ MP 413.87.

- July was the highest volume month.
- December was the lowest volume month.
- The highest daily volumes occurred on Saturday.
- The lowest daily volumes occurred on Tuesday.

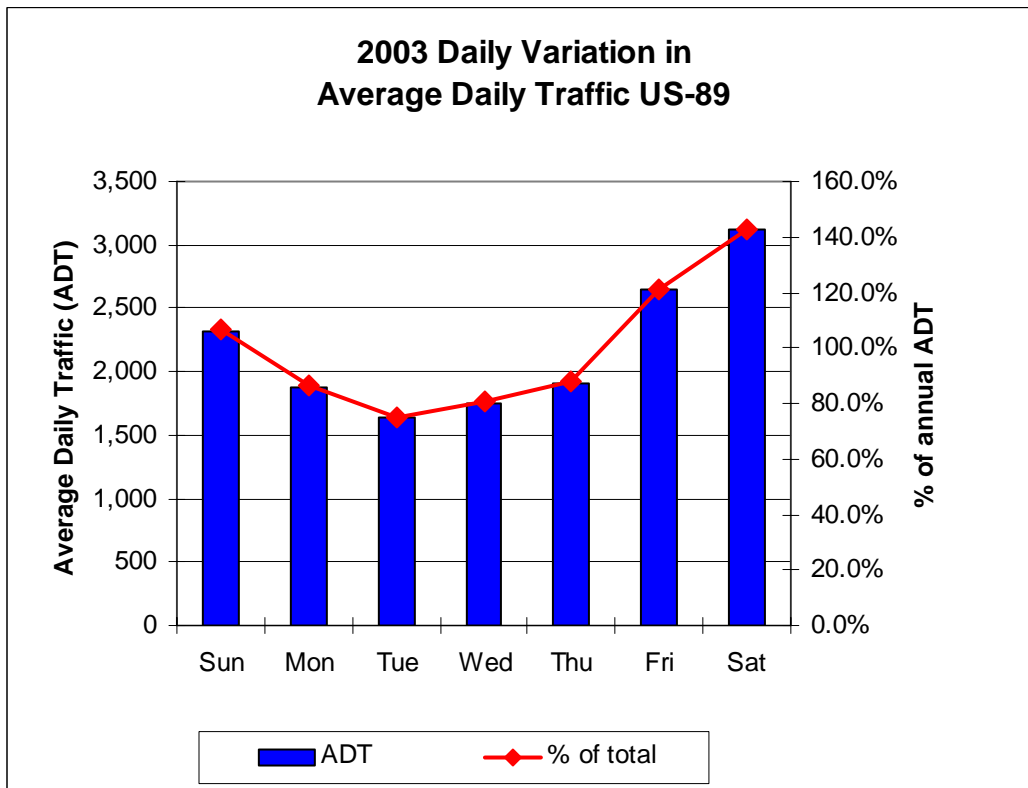
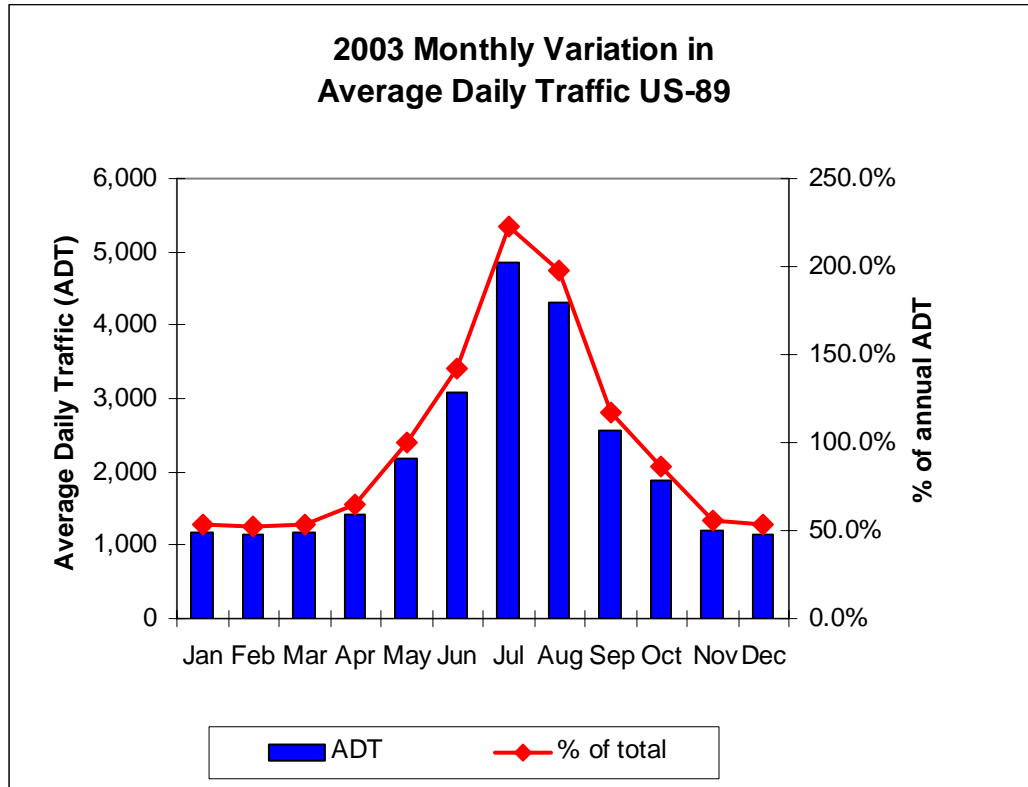
The peak months of July and August are consistent with a recreational usage.

The hourly traffic shows a clear average peak hour of around 3:00 TO 5:00 pm. This is consistent with schools letting out in the afternoon.

A map illustrating existing and future traffic, peak season traffic, and roadway capacities is presented in the Traffic Forecast section 3.2.

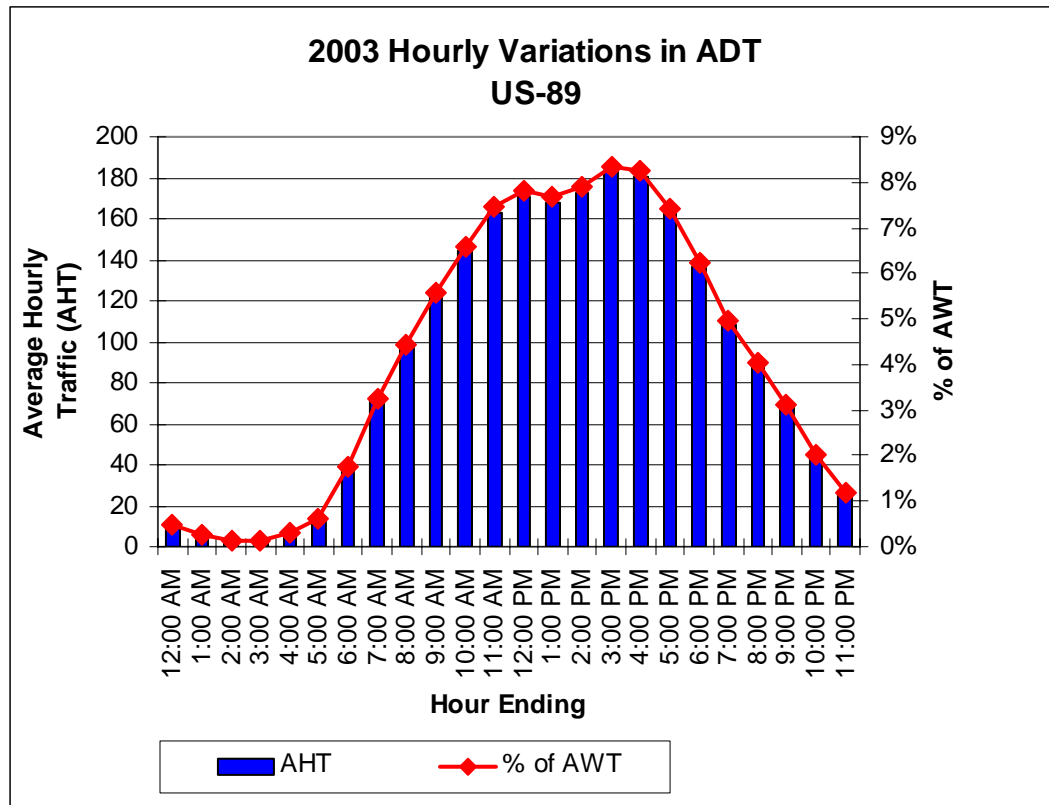


Charts 2-7 & 2-8, Monthly and Daily ADT on US-89



*Source: Utah Department of Transportation*

Chart 2-9 Hourly Variations on US-89



Source: Utah Department of Transportation

## 2.7 Traffic Accidents

Traffic accident data was obtained from UDOT's database of reported accidents from 2002. Table 2-3 summarizes the accident statistics for those segments for the year 2002. Additional information includes the average daily traffic, the number of reported accidents, and the accident rates. The roadway segment accident rates were determined in terms of accidents per million vehicle miles traveled. The crash rates for each roadway segment are compared to the expected crash rate for similar facilities across the state.

Upon review of the accident data for the state system, there appears to be a higher than expected accident rates at the following locations:

- On SR-30 From milepost 110.28 to milepost 120.45
- On US-89 From milepost 403.2 to milepost 417.76

The remainder of the state system shows a lower than expected accident rate. Figure 2-4 shows accident data taken from 1999-2001, which shows various segments of the state highway system and associated accident data.

Garden City may wish to review the accident history for the local street system to identify any specific accident hot spot locations.

Table 2-3. Crash Data 2003

Road	From Milepost	End Milepost	ADT (2003)	# Crashes (2003)	Crash Rate	
					Actual	Expected*
30	110.28	113.43	1790	9	5.64	2.19
30	113.44	120.45	995	10	4.11	2.19
30	120.46	124.5	590	0	0.00	2.19
89	403.5	409.34	2160	10	2.20	1.54
89	409.35	413.69	2336	9	1.98	1.54
89	413.7	417.76	2470	6	2.12	1.54

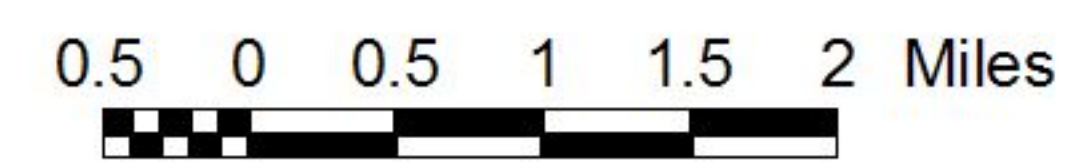
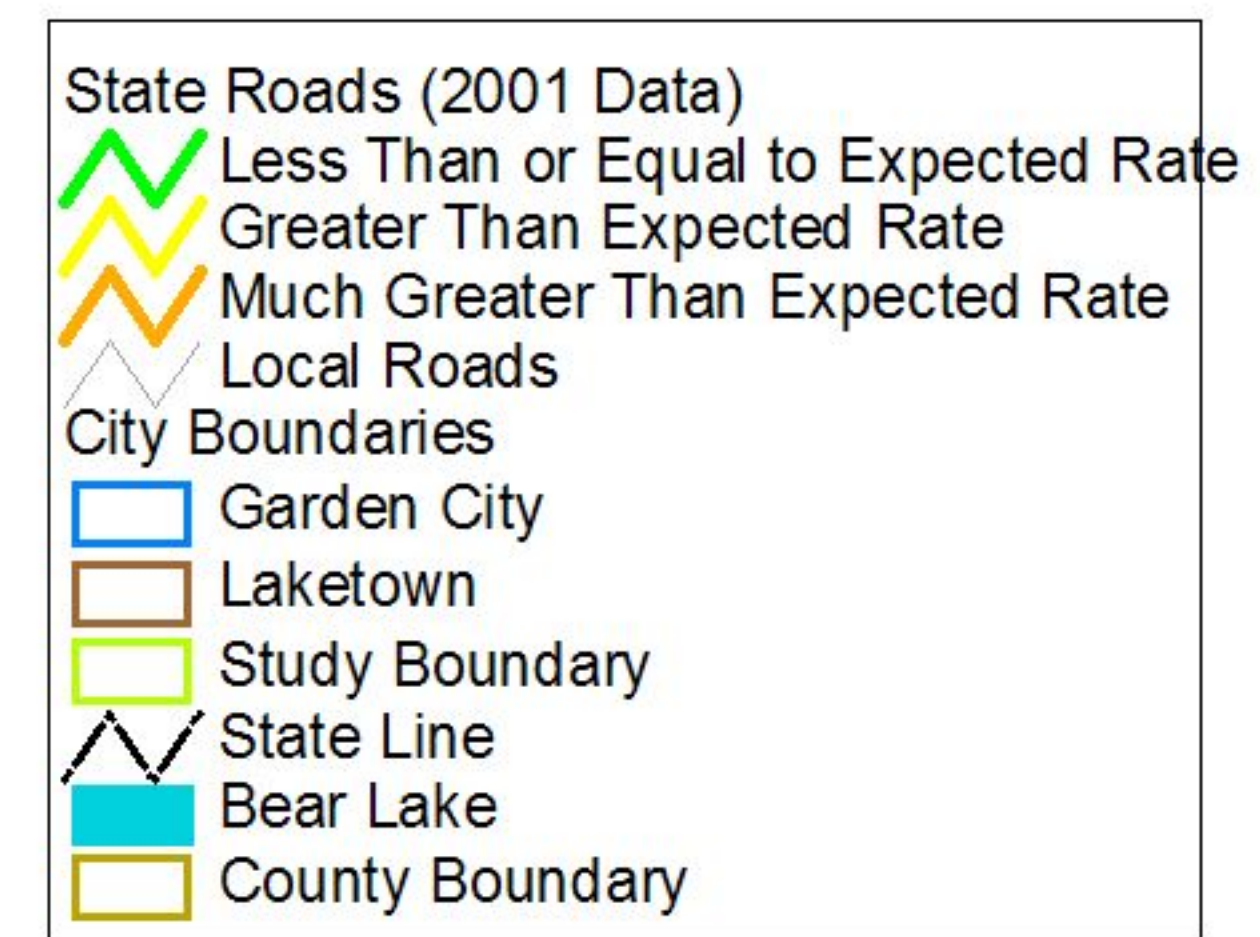
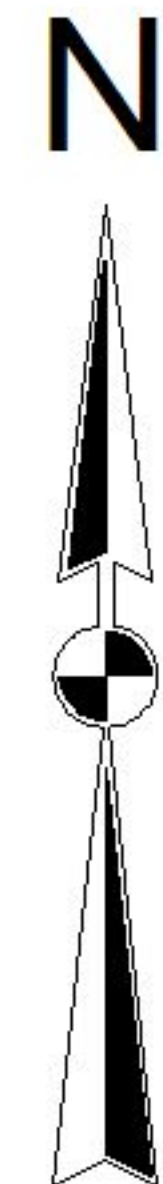
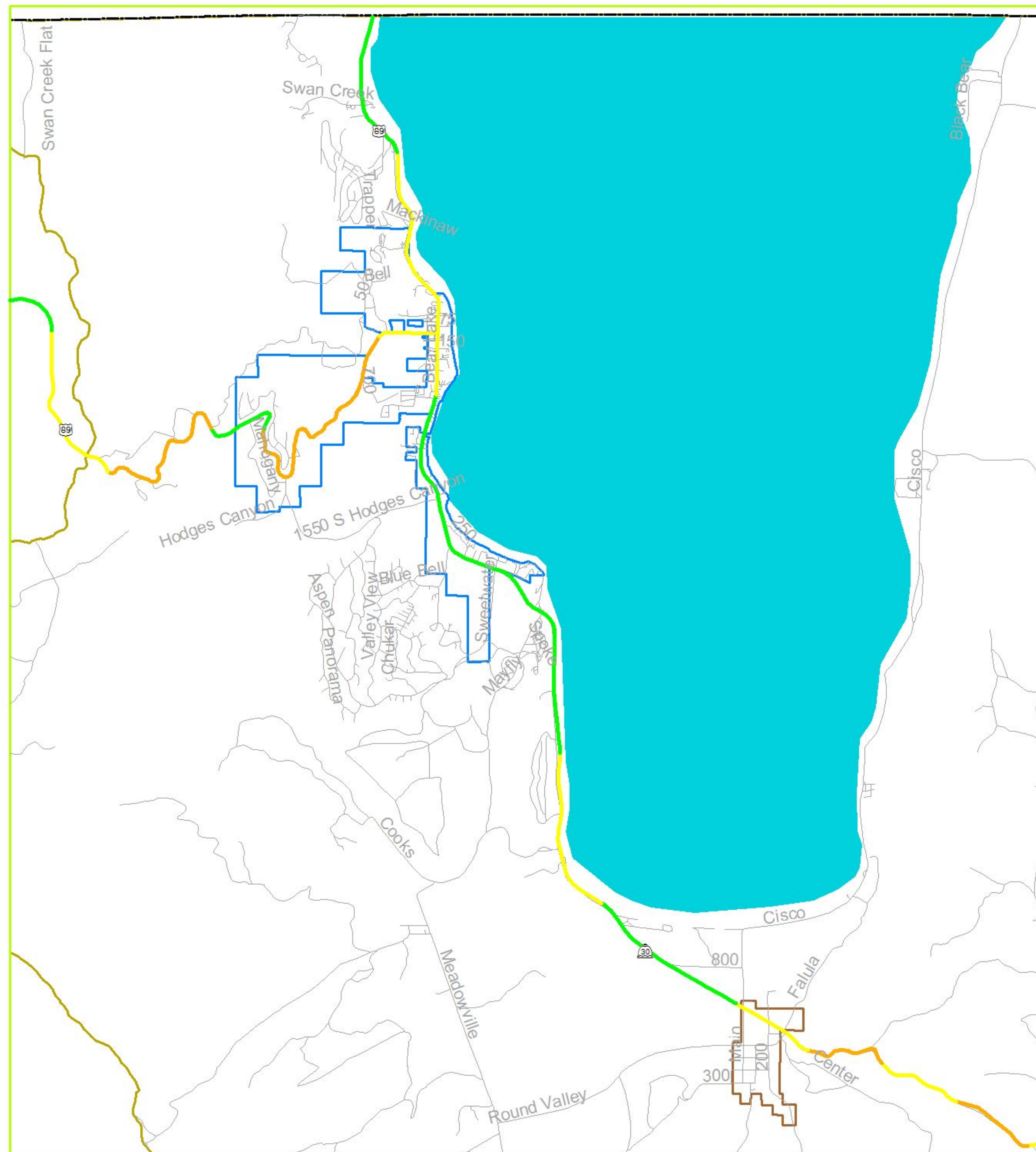
\* Statewide average accident rates for functional class and volume group.

**Red indicates higher than expected rates of accidents**





Figure 2-4: State Road Crash Rates





## 2.8 Bicycle and Pedestrian

The Federal Highway Administration recognizes the increasingly important role of bicycling and walking in creating a balanced, intermodal transportation system, and encourages state and local governments to incorporate all necessary provisions to accommodate bicycle and pedestrian traffic. In following this directive, Garden City is encouraged to adopt a “complete streets” philosophy that allows for the advancement of a transportation system for both motorized and non-motorized travel.

### 2.8.1 Biking/Trails

The City’s Master Plan specifically states that Garden City will “encourage recreational trails”. This commitment to building trails should be promoted in order to enhance the



quality of life for both residents and tourists as they recreate in the Bear Lake area.

There are a number of ATVs in use during the summer months and snowmobile traffic in the winter, as confirmed by the Town Council meeting minutes dated 2004-10-14. The community expects these types of travel, but expressed safety

concerns and discussed enforcement issues. There is an ATV committee in place that is reviewing trail locations (including the use of state rights-of-way), trailhead locations, signage, safety, funding, and enforcement. The October meeting minutes also reference the Shoshone Trail as it enters into Garden City and expresses safety concerns due to the crossing of the highway. In an attempt to remedy this situation, the State Parks agency plans to put a culvert under the highway at the summit, which can then be used by ATVs, snowmobiles, hikers, bikers, and equestrian.

*Garden City has an adopted ATV ordinance that was passed \_\_\_\_\_ 2005.*

Through the federal-aid Transportation Enhancement Program, Garden City has successfully constructed the 4.7-mile Bear Lake Trail that provides pedestrian access throughout the town and links recreational facilities. This separate path provides a benefit to those living in Garden City and also is frequently used by the more than 500,000/yr.

visitors to the Bear Lake area. The Bear Lake Trail and a few additional mountain trails allow for hiking and biking opportunities and increase tourism opportunities for Garden City. The City has experienced some difficulty relative to the trails due to the lack of appropriate trails' signage; however with funding from a recently awarded grant some of these difficulties may be eliminated.

In addition to the Bear Lake Trail, the Utah Department of Health has designated numerous one-mile trails that are in place throughout the state. These signed trails are



identified as Gold Medal Miles and are intended to encourage Utahns to become more physically active. One of the Gold Medal Miles is in Garden City and begins at the east side of SR-30 (Bear Lake Boulevard). A "start marker" is located at the front gate of the community park, making the one-mile destination easily recognizable.

Due to the rural nature of Garden City, there currently are not any dedicated bike lanes on State and City roadways. However, Garden

City does have a separated bike path though the town.

Also noteworthy is the fact that SR-30 from Garden City south to Laketown is designated as a national Scenic Byway. Traveling the western shore of Bear Lake and boasting some popular hiking/biking trails, the Byway designation may create an increase in biking activities, and therefore an increased demand for biking facilities.

## 2.8.2 Pedestrian

Garden City is currently in the process of evaluating their sidewalk system and sidewalk conditions. Some of the less-than-desirable situations include areas where sidewalk separations have increased the perils for pedestrians. The City is developing a plan that will identify and prioritize those areas that pose the greatest safety concerns and also look at the continuity of the sidewalk system. While this is an ongoing process, strides have been made to eliminate or replace some of the deteriorated sidewalks. This plan may take some time to complete, but the end result will be a more pedestrian-friendly and walkable community within Garden City.

Garden City's sidewalks are found mostly in the downtown or commercial areas with very few sidewalks in place on the outskirts of town. The areas north and south of downtown are in the most need of improvement, while sidewalks in the west side of town are in better condition. Developers in commercial areas are required to install sidewalk as part of their development plans, but sidewalks are not required in non-commercial developments.

The City has a crosswalk in place at the main intersection of town with painting done on a regularly scheduled basis. The City would like to install additional crosswalks at other locations in town. The safety of pedestrians crossing the streets has been of paramount interest to the City, particularly during the well-attended Raspberry Days celebration. By eliminating on-street parking around the park during Raspberry Days festivities, the City has been able to reduce the number of pedestrians crossing at unsafe locations.

## **2.9 Public Transportation**

Currently there is no public transportation in the Garden City area. As a largely rural resort community Garden City does not have a city bus system and is not served by any intercity transportation networks. The nearest intercity bus service is Rimrock Stages in Logan and Greyhound in Tremonton. Amtrak provides intercity rail passenger service with their Chicago to San Francisco Bay Area “California Zephyr” which stops in Salt Lake City. In addition, the Salt Lake City International Airport is the location of the nearest scheduled airline service for commercial passengers.

## **2.10 Freight**

Although not located on a main highway freight corridor, Garden City sees considerable truck traffic on the three highways that converge in the community. U.S. Highway 89 handles truck traffic passing through Garden City en route from the Cache Valley in northeastern Utah and the U.S. 30 and I-80 east/west freight routes via Montpelier, Idaho and Evanston, Wyoming, respectively. Freight traffic en route to or from U.S. 30 continues north from Garden City on U.S. 89, while I-80 bound trucks use State Route 16 from Garden City south toward Evanston.

In addition to freight traffic coming into or out of the Cache Valley, long haul trucks will use the aforementioned routings, along with passing through Garden City traveling north/south on S.R. 16/U.S. 89 in order to avoid Ports of Entry along U.S. 30, I-80, and I-84 in Utah, Wyoming, and Idaho. There are no large freight generating industries or businesses in Garden City, and aside from local deliveries to stores and resorts, most truck traffic passes through the community.

The nearest railroad freight service to Garden City is in Montpelier, Idaho, or Evanston, Wyoming, both of which are served by major east/west mainlines of the Union Pacific. Limited airfreight services are provided at Pocatello, Logan, and Ogden, with heavy airfreight operations found at the Salt Lake City International Airport.

## **2.11 Aviation Facilities & Operations**

There is no airport in Garden City, Utah, with the nearest airfield being located several miles to the north near Paris, Idaho. The Paris Airport is a small general aviation facility, as is the larger airport in nearby Montpelier, Idaho. The nearest general aviation airfields are located in Logan, Ogden, and Pocatello. Scheduled airline service is available at the Salt Lake City International Airport, and at the Pocatello Municipal Airport.

## 2.12 Revenue

Maintenance of existing transportation facilities and construction of new facilities come primarily from revenue sources that include the Garden City general fund, federal funds and State Class C funds.

Financing for local transportation projects consists of a combination of federal, state, and local revenues. However, this total is not entirely available for transportation improvement projects, since annual operating and maintenance costs must be deducted from the total revenue. In addition, the City is limited in their ability to subsidize the transportation budget from general fund revenues.

### 2.12.1 State Class B and C Program

The distribution of Class B and C Program monies is established by state legislation and is administered by the State Department of Transportation. Revenues for the program are derived from State fuel taxes, registration fees, driver license fees, inspection fees, and transportation permits. Twenty-five percent of the statewide funds derived from the taxes and fees are distributed to cities and counties for construction and maintenance programs.

Class B and C funds are allocated to each city and county by the following formula: 50% based on the population ratio of the local jurisdiction with the population of the State, 50% based on the ratio that the Class B roads weighted mileage within each county and the class C roads weighted mileage within each municipality bear to the total class B and Class C roads weighted mileage within the state. Weighted means the sum of the following: (i) paved roads mileage multiplied by five; (ii) graveled road miles multiplied by two; and (iii) mileage for all other road types multiplied by one. (Utah Code 72-2-108)

For more information please visit UDOT's internet homepage at [www.udot.utah.gov](http://www.udot.utah.gov), and select tabs entitled (1) "Doing Business," then (2) "Local Government Assistance," and finally (3) "Class B&C Road Funds"

The table below identifies the ratio used to determine the amount of B and C funds allocated.

Apportionment Method of Class B and C Funds

Based on	Of
50%	Roadway Mileage *Based on Surface Type Classification (Weighted Measure) Paved Road (X 5) Graveled Road (X 2) Other Road (X 1)
50%	Total Population

Class B and C funds can be used for maintenance and construction of highways, however thirty percent of the funds must be used for construction or maintenance projects that exceed \$40,000. Class B and C funds can also be used for matching federal funds or to pay the principal, interest, premiums, and reserves for issued bonds.

Garden City received \$18,515.97 in 2005 for its Class B&C fund allocation.

### **2.12.2 Federal Funds**

There are federal monies that are available to cities and counties through federal-aid program. The funds are administered by the Utah Department of Transportation. In order to be eligible, a project must be listed on the five-year Statewide Transportation Improvement Program (STIP).

The Surface Transportation Program (STP) provides funding for any road that is functionally classified as a collector street or higher. STP funds can be used for a range of projects including rehabilitation and new construction. The Joint Highway Committee programs a portion of the STP funds for projects around the State for urban areas. A portion of the STP funds can be used in any area of the State, at the discretion of the State Transportation Commission.

Transportation Enhancement funds are allocated based on a competitive application process. The Transportation Enhancement Advisory Committee reviews the applications and then a portion of those are recommended to the State Transportation Commission for funding. Transportation enhancements include 12 categories ranging from historic preservation, bicycle and pedestrian facilities to water runoff mitigation. Other funds that are available are State Trails Funds, administered by the Division of Wildlife Resources.

The amount of money available for projects specifically in the study area varies each year depending on the planned projects in UDOT's Region One. As a result, federal aid program monies are not listed as part of the study area's transportation revenue.

### **2.12.3 Local Funds**

Garden City, like most cities, has utilized general fund revenues in its transportation program. Other options available to improve the City's transportation facilities could involve some type of bonding arrangement, either through the creation of a redevelopment district or a special improvement district. These districts are organized for the purpose of funding a single, specific project that benefits and identifiable group of properties. Another source is through general obligation bonding arrangements for projects felt to be beneficial to the entire entity issuing the bonds.

### **2.12.4 Private Sources**

Private interests often provide alternative funding for transportation improvements. Developers construct the local streets within the subdivisions and often dedicate right-of-way and participate in the construction of collector or arterial streets adjacent to their developments. Developers can be considered as an alternative source of funds for projects because of the impacts of the development, such as the need for traffic signals or



street widening. Developers should be expected to mitigate certain impacts resulting from their developments. The need for improvements, such as traffic signals or street widening can be mitigated through direct construction or impact fees.



### 3. Future Conditions

#### 3.1. Land Use and Growth

Garden City's Transportation Master Plan must be responsive to current and future needs of the area. The area's growth must be estimated and incorporated into the evaluation and analysis of future transportation needs. This is done by:

- Forecasting future population, employment, and land use;
- Projecting traffic demand;
- Forecasting roadway travel volumes;
- Evaluating transportation system impacts;
- Documenting transportation system needs; and
- Identifying improvements to meet those needs.

This chapter summarizes the population, employment, and land use projections developed for the project study area. Future traffic volumes for the major roadway segments are based on projections utilizing 20 years of traffic count history. The forecasted traffic data are then used to identify future deficiencies in the transportation system.

##### 3.1.1 Population and Employment Forecasts

The Governor's Office of Planning and Budget develop population and employment projections. The current population and employment levels, as well as the future projections for each are shown for Garden and Rich County in the following table.

*Garden City Officials believe that the population projection should be greater. The Town has issued \_\_\_\_\_ residential building permits in 2004 alone. Granted, many of the homes are for seasonal occupancy and not for full time residents. But trends are that retirees are staying longer during the year with many becoming full time or nearly full time residents. This has an impact on the community and traffic.*

Population and Employment

Year	City	County	
	Population	Population	Employment
2000	357	1,961	1,089
2030	492	2,636	1,308

##### 3.1.2 Future Land Use

The City has an annexation plan that describes where it plans to grow. Some areas for developments were discussed during the course of the Transportation Master Plan. Updated Land Use documents can be found in the Garden City General Plan.

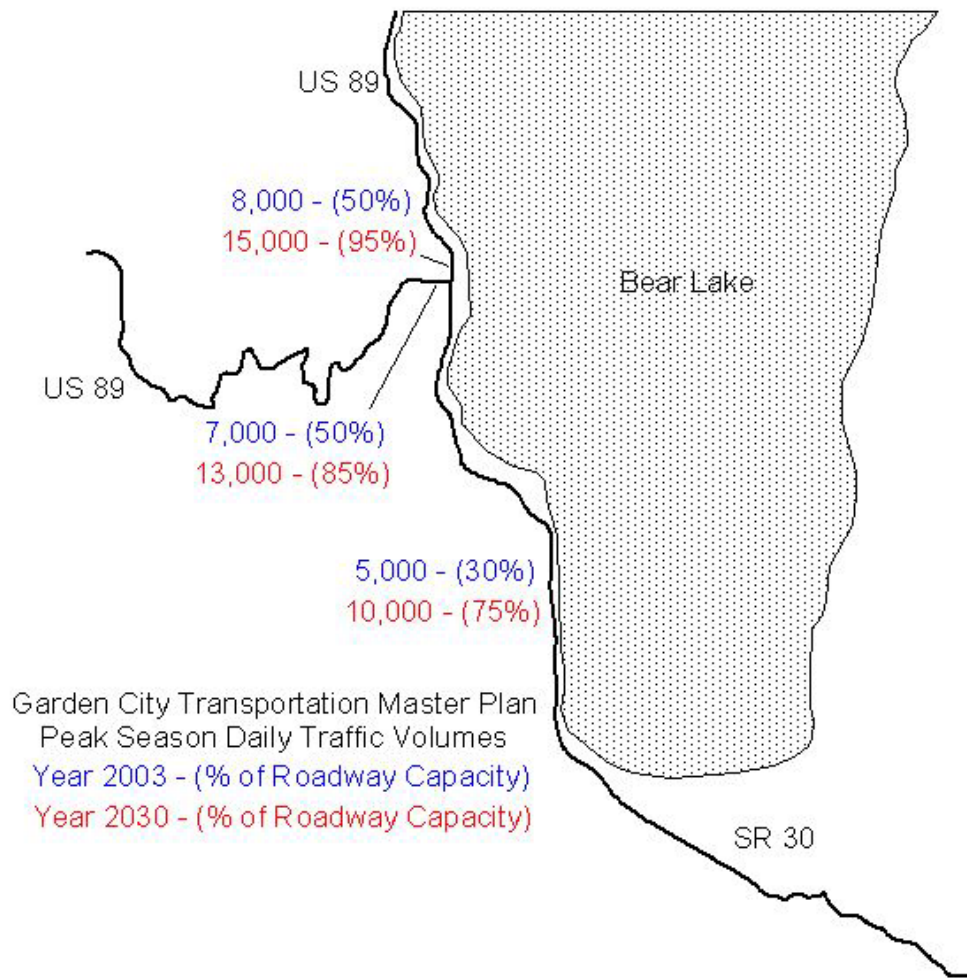


While specific development plans change with time, it is important to note possible areas of development within the Garden area. Commercial and industrial growth is also important in understanding transportation needs.

*Additionally, Garden City Official's state that increases in seasonal housing greatly impacts the amount of traffic that is well above the norm, especially in the summer months when the residents are joined by **25 times** as many visitors. Another impact that they feel should be acknowledged is the increase of residents who live close by just outside the city boundaries but contribute heavily to the traffic within Garden City.*

### **3.2 Traffic Forecast**

Traffic in the Garden area is growing and will continue to grow. Although the projections from the Governors Office of Planning and Budget show a small population growth, traffic has historically grown at about 3% annually. The following map shows peak season (weekends in July and August) daily traffic for years 2003 and 2030. Also shown is the percentage of the roadway capacity the traffic will reach. The map illustrates that US 89 could have significant capacity issues by the year 2030 if historical trends continue.



# Traffic Forecast Sheets

2003

2030



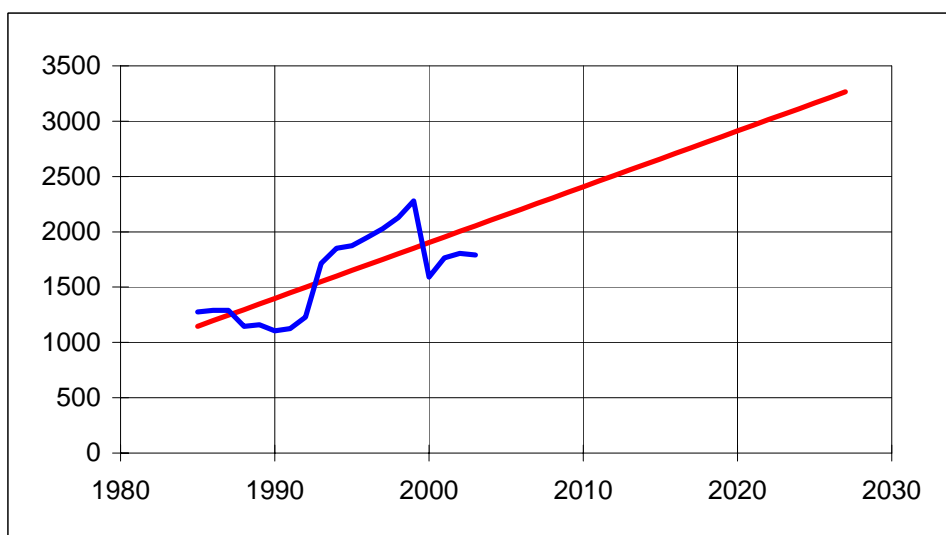


Route SR 30  
 Limits in Garden City

Year	AADT	Forecast
1985	1,275	1146
1986	1,290	1196
1987	1,290	1247
1988	1,145	1297
1989	1,160	1348
1990	1,105	1398
1991	1,125	1449
1992	1,230	1499
1993	1,715	1549
1994	1,850	1600
1995	1,875	1650
1996	1,950	1701
1997	2,028	1751
1998	2,130	1802
1999	2,280	1852
2000	1,590	1903
2001	1,765	1953
2002	1,805	2004
2003	1,790	2054
2004		2104
2005		2155
2006		2205
2007		2256
2008		2306
2009		2357
2010		2407
2011		2458
2012		2508
2013		2559
2014		2609
2015		2659
2016		2710
2017		2760
2018		2811
2019		2861
2020		2912
2021		2962
2022		3013
2023		3063
2024		3114
2025		3164
2026		3214
2027		3265

3% Heavy Trucks  
 15% RV's/Boats

Projection based on 1985 to 2003 data  
 2.6% growth rate → 50 vehicles/year



Notes

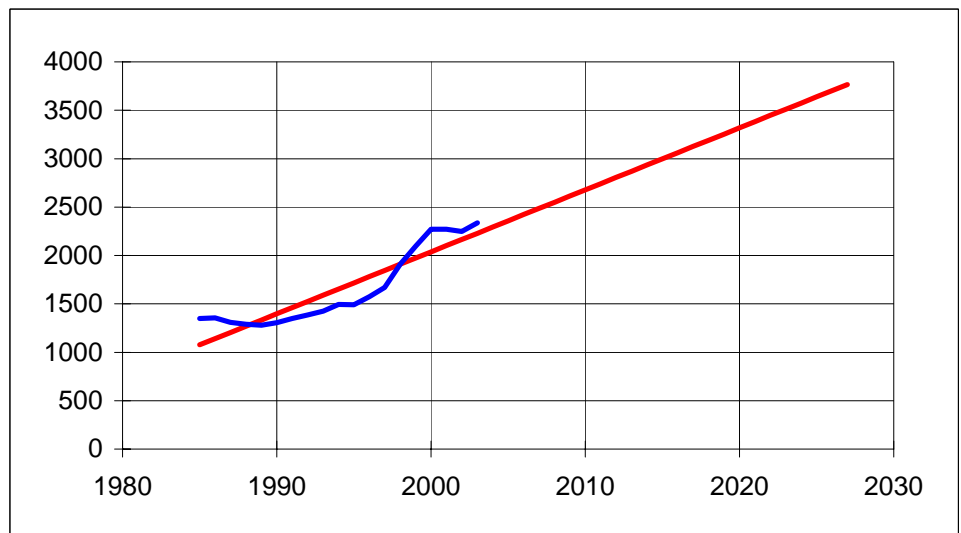


Route US 89  
 Limits West of Garden City

Year	AADT	Forecast
1985	1,350	1077
1986	1,355	1141
1987	1,310	1205
1988	1,290	1269
1989	1,280	1333
1990	1,305	1397
1991	1,350	1461
1992	1,385	1525
1993	1,425	1589
1994	1,495	1653
1995	1,490	1717
1996	1,575	1781
1997	1,670	1845
1998	1,910	1909
1999	2,095	1973
2000	2,270	2037
2001	2,270	2101
2002	2,247	2165
2003	2,336	2230
2004		2294
2005		2358
2006		2422
2007		2486
2008		2550
2009		2614
2010		2678
2011		2742
2012		2806
2013		2870
2014		2934
2015		2998
2016		3062
2017		3126
2018		3190
2019		3254
2020		3318
2021		3382
2022		3447
2023		3511
2024		3575
2025		3639
2026		3703
2027		3767

3% Heavy Trucks  
 15% RV's/Boats

Projection based on 1985 to 2003 data  
 3.0% growth rate → 64 vehicles/year



Notes

## **4 Planning Issues and Guidelines**

Provided below is a discussion of various issues with a focus on elements that promote a safe and efficient transportation system in the future.

### **4.1 Guidelines and Policies**

These guidelines address certain areas of concern that are applicable to Garden City's Transportation Master Plan.

#### **4.1.1 Access Management**

This section will define and describe some of the aspects of Access Management for roadways and why it is so important. Access Management can make many of the roads in a system work better and operate more safely if properly implemented. There are many benefits to properly implemented access management. Some of the benefits follow:

- Reduction in traffic conflicts and accidents
- Reduced traffic congestion
- Preservation of traffic capacity and level of service
- Improved economic benefits businesses and service agencies
- Potential reductions in air pollution from vehicle exhausts

##### **4.1.1.1 Definition**

Access management is the process of comprehensive application of traffic engineering techniques in a manner that seeks to optimize highway system performance in terms of safety, capacity, and speed. Access Management is one tool of many that makes a traffic system work better with what is available.

##### **4.1.1.2 Access Management Techniques**

There are many techniques that can be used in access management. The most common techniques are signal spacing, street spacing, access spacing, and interchange to crossroad access spacing. There are various distances for each spacing, dependant upon the roadway type being accessed and the accessing roadway. UDOT has developed an access management program and more information can be gathered from the UDOT website and from the Access Management Program Coordinator.

##### **4.1.1.3 Where to Use Access Management**

Access Management can be used on any roadway. In some cases, such as State Highways, access management is a requirement. Access management can be used as an inexpensive way to improve performance on a major roadway that is increasing in



volume. Access management should be used on new roadways and roadways that are to be improved so as to prolong the usefulness of the roadway.

#### **4.1.2 Context Sensitive Solutions**

Context Sensitive Solutions (CSS) addresses the need, purpose, safety and service of a transportation project, as well as the protection of scenic, aesthetic, historic, environmental and other community values. CSS is an approach to transportation solutions that find, recognize and incorporate issues/factors that are part of the larger context such as the physical, social, economic, political and cultural impacts. When this approach is used in a project the project become better for all of the entities involved.

#### **4.1.3 Recommended Roadway Cross Sections**

Cross sections are the combination of the individual design elements that constitute the design of the roadway. Cross section elements include the pavement surface for driving and parking lanes, curb and gutter, sidewalks and additional buffer/landscape areas. Right-of-way is the total land area needed to provide for the cross section elements. Figure 4-1 shows examples of recommended Roadway cross sections.

The design of the individual roadway elements depends on the intended use of the facility. Roads with higher design volumes and speeds need more travel lanes and wider right-of-way than low volume, low speed roads. The high use roadway type should include wider shoulders and medians, separate turn lanes, dedicated bicycle lanes, elimination of on street parking, and control of driveway access. For most roadways, an additional buffer area is provided beyond the curb line. This buffer area accommodates the sidewalk area, landscaping, and local utilities. Locating the utilities outside the traveled way minimizes traffic disruption in utility repairs or changes in service are needed.

Federal Highway standard widths apply on the all roads that are part of the state highway system. Also, all federally funded roadways in Garden City and Rich County must adhere to the same standards for widths and design.

### **4.2 Bicycles and Pedestrians**

#### **4.2.1 Bicycles/Trails**

Bicycles are allowed on all roadways, except where legally prohibited, and as such should be a consideration on all roads that are being designed and constructed, and as roadway improvements are taking place. To increase the level of interest in bicycling in the Garden City area, the City should encourage developers to include separate bicycle/pedestrian pathways in all new developments. Opportunities to include bike lanes and increased shoulder width in conjunction with a roadway project should be taken whenever technically, environmentally, and financially feasible.

The City is encouraged to expand the number of trails already constructed, as referenced in Chapter 2 of this Plan. It is important to note that regardless of the trails system's

function, as the bike/trail facilities are planned, designed and constructed, the City should review the connectivity of the trails. With input from the community, a review of the connectivity of the trails should play an integral role in the decision making process for potential projects. In order to enhance the quality of life for those in the community, the trails should be accessible to all users and incorporate ADA requirements.

The trails, when constructed, may have slight variances in application type due to possible differences in the terrain at a specific trail location or differing user needs. However, regardless of the design type, the applicable design standards found in the latest version of the AASHTO Guide for the Development of Bicycle Facilities should be followed, as well as the Manual on Uniform Traffic Control Devices (MUTCD) guidelines for appropriate signage of the trails system.

#### **4.2.2 Pedestrians**

Every effort should be made to accommodate pedestrians throughout Garden City. An opportunity to include accessible sidewalks, while adhering to ADA requirements, during construction of other projects is encouraged. For the safety and convenience of pedestrian traffic, sidewalk placement should be free from debris and obstructions or impediments such as utility poles, trees, bushes, etc. The City should continue to research and inventory their sidewalk system, and document locations where there may be gaps or safety concerns. Effort should then be made to construct and complete the sidewalks where gaps or problems occur. As growth takes place within Garden City, review of developer requirements to include sidewalk improvements in their projects plans, whether commercial or residential, may be warranted. To allow for pedestrian travel, the interconnectedness of the City's sidewalk system should be considered as all development takes place.

Sidewalks in residential areas should be at least 5-feet wide whenever adequate right-of-way can be secured. This will provide sufficient room and a level of comfort to persons walking in pairs or passing and will specifically allow for persons with strollers or in wheelchairs to pass. On major roadways, sidewalks at least 6-feet wide and with a 6 to 10-foot park strip are desirable. In pedestrian-focused areas, such as schools, parks, sports venues or theaters, and in hotel and market districts, even wider sidewalks are recommended to accommodate and encourage a higher level of pedestrian activity, especially where tourist use would be expected. To ensure consistency of sidewalks throughout the area, UDOT's approved standard for sidewalks should be followed, as well as the 2004 AASHTO Guide for the Planning, Design, and Operation of Pedestrian Facilities.

There may be opportunity for the City to make improvements to their sidewalk system through the Utah Department of Transportation's Safe Sidewalk Program, available through the Traffic and Safety Division. The City should contact UDOT's Region One office for application requirements.

The City should be aware of, and coordinate with, the area schools that are tasked with developing a routing plan to provide a safe route to school. The routing plan is to be

reviewed and updated annually. Information regarding the Safe Routes to School program is available by contacting the Utah Department of Transportation's Traffic and Safety Division.

### **4.3 Enhancements Program**

In 1991, the Intermodal Surface Transportation Efficiency Act (ISTEA) created the Transportation Enhancement program. The program has since been reauthorized in subsequent bills (i.e. TEA-21). The Transportation Enhancement program provides opportunities to use federal dollars to enhance the cultural and environmental value of the transportation system. These transportation enhancements are defined as follows by TEA-21:

The term 'transportation enhancement activities' means, with respect to any project or the area to be served by the project, any of the following activities if such activity relates to surface transportation: provision of facilities for pedestrians and bicycles, provision of safety and educational activities for pedestrians and bicyclists, acquisition of scenic easements and scenic or historic sites, scenic or historic highway programs (including the provision of tourist and welcome center facilities), landscaping and other scenic beautification, historic preservation, rehabilitation and operation of historic transportation buildings, structures, or facilities (including historic railroad facilities and canals), preservation of abandoned railway corridors (including the conservation and use thereof for pedestrian or bicycle trails), control and removal of outdoor advertising, archeological planning and research, environmental mitigation to address water pollution due to highway runoff or reduce vehicle caused wildlife mortality while maintaining habitat connectivity, and establishment of transportation museums.

The Utah Transportation Commission, with the help of an advisory committee, decides which projects will be programmed and placed on the Statewide Transportation Improvement Program (STIP). Applications are accepted in an annual cycle for the limited funds available to UDOT for such projects. Information and Applications for the current cycle can be found on UDOT's homepage @ [www.udot.utah.gov](http://www.udot.utah.gov), tab on "Doing Business" select "Planning and Programming", here you will find a sub-topic entitled "Transportation Enhancement Program". Applications must be received by the UDOT Program Development Office, on or before the specified date to be considered. Projects will compete on a statewide basis.

### **4.4 Transportation Corridor Preservation**

Transportation Corridor Preservation will be introduced as a method of helping Garden's Transportation Master Plan. This section will define what Corridor Preservation is and ways to use it to help the Transportation Master Plan succeed for the City.

#### **4.4.1 Definition**



Transportation Corridor Preservation is the reserving of land for use in building roadways that will function now and can be expanded at a later date. It is a planning tool that will reduce future hardships on the public and the city. The land along the corridor is protected for building the roadway and maintaining the right-of-way for future expansion by a variety of methods, some of which will be discussed here.

#### **4.4.2 Corridor Preservation Techniques**

There are three main ways that a transportation corridor can be preserved. The three ways are acquisition, police powers, and voluntary agreements and government inducements. Under each of these are many sub-categories. The main methods will be discussed here, with a listing of some of the sub-categories.

##### **4.4.2.1 Acquisition**

One way to preserve a transportation corridor is to acquire the property outright. The property acquired can be developed or undeveloped. When the city is able to acquire undeveloped property, the city has the ability to build without greatly impacting the public. On the other hand, acquiring developed land can be very expensive and can create a negative image for the City. Acquisition of land should be the last resort in any of the cases for Transportation Corridor Preservation. The following is a list of some ways that land can be acquired.

- Development Easements
- Public Land Exchanges
- Private Land Trusts
- Advance Purchase and Eminent Domain
- Hardship Acquisition
- Purchase Options

##### **4.4.2.2 Exercise of Police Powers**

Police powers are those ordinances that are enacted by a municipality in order to control some of the aspects of the community. There are ordinances that can be helpful in preserving corridors for the Transportation Master Plan. Many of the ordinances that can be used for corridor preservation are for future developments in the community. These can be controversial, but can be initially less intrusive.

- Impact Fees and Exactions
- Setback Ordinances
- Official Maps or Maps of Reservation
- Adequate Public Facilities and Concurrency Requirements

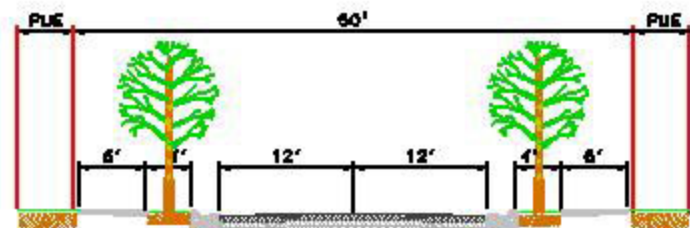
#### **4.5 Voluntary Agreements and Governmental Inducements**

Voluntary agreements and governmental inducements rely on the good will of both the developers and the municipality. Many times it is a give and take situation where both parties could benefit in the end. The developer will likely have a better-

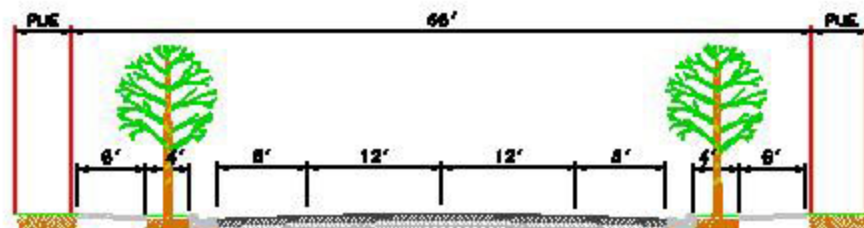
developed area and the municipality will be able to preserve the corridor for transportation in and around the development. Listed below are some of the voluntary agreements and governmental inducements that can be used in order to preserve transportation corridors in the city limits.

- Voluntary Platting
- Transfer of Development Rights
- Tax Abatement
- Agricultural Zoning

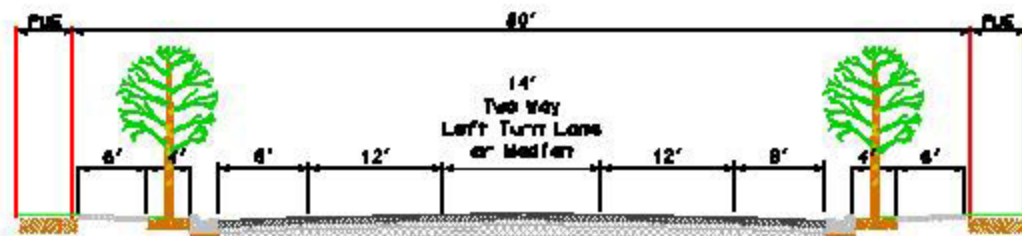
Each of these methods has its place, but there is an order that any government should try to use. Voluntary agreements and government inducements should be used, if possible, before any police powers are used. Police powers should be tried before acquisition is sought. UDOT has developed a toolkit to aid in corridor preservation techniques. This toolkit contains references to Utah code and examples of how the techniques have been used in the past.



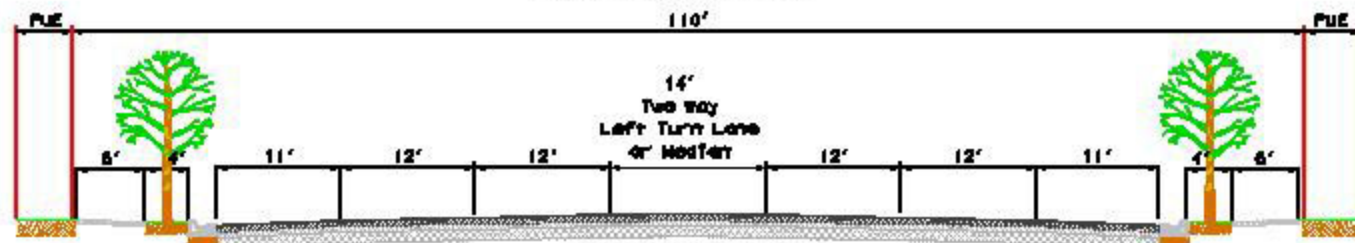
Two-Lane Cross Section  
24 feet MAXIMUM ASPHALT WIDTH



Two Lane Cross Section  
With Shoulders  
Spaced between Arterials



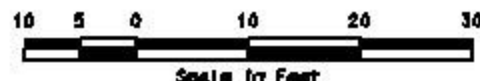
Three Lane Cross Section  
With Shoulder  
Spaced between Arterials



Five Lane Cross Section  
With Shoulders  
Minimum spacing approximately 1/4 mile

**Notes:**

1. Shoulder Dimension varies from 4' to 8' (See UDOT Std. Dev. 011 Note 3)
2. Public Utility Easement (PUE) dimension varies from 2.5' to 12' Typical
3. Shoulder Dimensions:  
on 60' ROW - varies from 8' to 12'  
on 110' ROW - varies from 10' to 12'  
See AASHTO & Policy on Geometric Design of Highways and Streets



**Suggested  
Typical Cross Section**

Revised: September 16, 2004

## **5 Transportation Improvement Projects**

### **5.1 Current Statewide Transportation Improvement Program (STIP 2005-2009)**

At the present time there are several projects under consideration and investigation in the Garden City area. Currently in the STIP are the following Projects:

- Bear River Overlook Rest Area; Logan Canyon east of Garden City
- Bear Lake Marina Path; Enhancement Bike/Ped Path

Currently there are no projects listed on the State of Utah's Long Range Plan, Utah Transportation 2030:

### **5.2 Recommended Projects**

The following list identifies the eight projects that have been identified as having the highest priority to the Garden City Transportation Advisory Committee. These needs were identified through a series of meetings where the TAC identified the needs and set priorities for projects.

Additionally, many concerns and issues were identified which are found on the attached list.

- New roadway construction of 300 West (North) to 1400' south of Harbor Village intersects with US-89.
- New roadway construction of 300 West (South), Phase I & II.
- New construction of a boat turn-around and parking lot south of marina.
- Install street signs citywide.
- Develop ATV Routing Plan that addresses Accommodations & Restrictions Area wide.
- Gateway Projects at City's three entrances



## Garden City Transportation Needs and Cost Estimates

Jurisdiction	State Route # or "Local"	General Location Description	Description of Issue	Operations/Long Range Plan	Issue Category	Potential Project or Action	Planning Level Cost Estimate
UDOT	SR-89	SR-89	Turn Bays into Harbor Village (NB & SB)	LRP	Safety	Turn Lane Project	\$150,000
UDOT	SR-89	SR-89 at Swan Creek	Bridge Widening ( with Bike/Ped access, near Boy Scout Camp)	LRP	Bike/Ped	Bridge Project	\$500,000
UDOT	SR-89	SR-89 & SR-30	Handicap ramp too big at Northeast Corner	Operations	Safety	Sidewalk	\$2,000
UDOT	SR-89	SR-89 & SR-30	Bike Path Signing & Enhancements	Operations	Bike/Ped	Trail Project	\$10,000
UDOT	SR-89	SR-89 & SR-30	Jay Walking ( Enforcement & Signing)	Operations	Safety	Other	\$10,000
UDOT	SR-89	SR-89 & SR-30	Variable Message Signs to provide info fro travel in canyons	LRP	ITS/ATMS	Other	\$500,000
UDOT	SR-89	SR-89, West of Garden City	Run-a-way Truck Ramp come down SR-89	LRP	Freight	Other	\$400,000
UDOT	SR-89	SR-89 & SR-30	New Traffic Striping ( Weathered)	Operations	Maintenance	Maintenance	\$50,000
UDOT	SR-89	SR-89 40 MPH through Swan Creek	Lower Speed Limits	Operations	Safety	Speed Study	\$10,000
UDOT	SR-30	SR-30 & Hodges Canyon Road	Intersection Improvements	LRP	Roadway	Reconstruction	\$150,000
Local	Local	300 West (North)	New Road Construction, 300 West to 1400' South of Harbor Village	LRP	Roadway	New Road	\$300,000
Local	Local	300 West (South)	New Road Construction I, SR-30 to Buttercup Lane	LRP	Roadway	New Road	\$350,000
Local	Local	300 West ( South)	New Road Construction II, Buttercup Lane to Hodges Canyon	LRP	Roadway	New Road	\$480,000
Local	Local	350 South	New Road Construction, 100 West to new 300 West	LRP	Roadway	New Road	\$100,000
Local	Local	100 West Extension	350 South to Snow Meadows	LRP	Roadway	New Road	\$150,000
Local	Local	Harbor Village to Park Ranger Rd by Marina	Pedestrian Trail Extension	LRP	Bike/Ped	Trail Project	\$25,000
Local	Local	Garden City	ATV Routing Plan (Restrictions & Accommodations)	LRP	ATV	Trail Project	\$50,000
Local	Local	200 North, 75 North, 150 South	Signs showing all Beach Accesses	Operations	Enhancement	Signing	\$15,000
Local	Local	Garden City	Install Street Signs	Operations	Traffic	Signing	\$15,000
Local	Local	South of Marina	Boat turn-around and Parking Lot	LRP	Enhancement	Other	\$250,000
Local	Local	Garden City	Parking Lot for Beach Access	LRP	Enhancement	Other	\$125,000
Local	Local	Garden City	Gateway Project at City Entrances (3)	LRP	Enhancement	Other	\$150,000
Local	Local	Garden City	City Lighting at Various Locations	LRP	Enhancement	Lighting Project	\$250,000

## **5.3 Revenue Summary**

### **5.3.1 Federal and State Participation**

Federal and State participation is important for the success of implementing these projects. UDOT needs to see the Transportation Master Plan so that they understand what the City wants to do with its transportation system. UDOT can then weigh the priorities of the city against the rest of the state. It is important for Garden City to promote projects that can be placed on UDOT's five-year Statewide Transportation Improvement Program (STIP) as soon as possible. The process for placing projects into the STIP and funding of these projects can be found at UDOT's homepage @ [www.udot.utah.gov](http://www.udot.utah.gov), tab on "Doing Business" select the tab for "Planning and Programming" here there is a subtopic entitled "Statewide Transportation Improvement Program (STIP)" that describes this program in detail. Additionally coordination with UDOT's Region Director and Planning Engineer will be practical.

### **5.3.2 City Participation**

The City will fund the local Garden City projects. The local match component and partnering opportunities vary by the funding source.

#### **5.3.2.1 Other Potential Funding**

Previous sections of this chapter show significant shortfalls projected for the short-range and long-range programs. The following options may be available to help offset all or part of the anticipated shortfalls:

- Increased transportation impact fees.
- Increased general fund allocation to transportation projects.
- General obligation bonds repaid with property tax levies.
- Increased participation by developers, including cooperative programs and incentives.
- Special improvement districts (SIDs), whereby adjacent property owners are assessed portions of the project cost.
- Sales or other tax increase.
- State funding for improvements on the county roadway system.
- Increased gas tax, which would have to be approved by the State Legislature.
- Federal-aid available under one of the programs provided in the federal transportation bill (TEA-21 is the current bill; SAFETEA will likely be passed in late 2005).

Increased general fund allocation means that General Funds must be diverted from other governmental services and/or programs. General obligation bonds provide initial capital for transportation improvement projects but add to the debt service of the governmental agency. One way to avoid increased taxes needed to retire the debt is to sell bonds repaid with a portion of the municipalities' State Class monies for a certain number of years.

Participation by private developers provides a promising funding mechanism for new projects. Developers can contribute to transportation projects by constructing on-site improvements along their site frontage and by paying development fees. Municipalities commonly require developers to dedicate right-of-way and widen streets along the site frontage. A negative side of the on-site improvements is that the streets are improved in pieces. If there are not several developers adjacent to one another at the same time, a continuous improved road is not provided. One way to overcome this problem is for the jurisdiction to construct the street and charge the developers their share when they develop their property.

Another way developers can participate is through development fees. The fees would be based on the additional improvements required to accommodate the new development and would be proportioned among each development. The expenditure of additional funds provided by the fees would be subject to the City's spending limit. However, development fees are often a controversial issue and may or may not be an appropriate method of funding projects.